ENVIRONMENTAL IMPACT ASSESSMENT

PUBLIC INFORMATION AND

PARTICIPATION COMPONENT

****

PREPARED BY

LABRADOR ENVIRONMENTAL SERVICES LTD.

ROSS BAY JUNCTION - CHURCHILL FALLS TOTE ROAD

TRANSPORTATION

GOVERNMENT OF NEWFOUNDLAND & LABRADOR

GOVERNMENT OF NEWFOUNDLAND AND LABRADOR
DEPARTMENT OF TRANSPORTATION

Office of the Minister
Telephone 737-3641

ST. JOHN'S

File No. PR/71

1986 02 20

MAR 0 5 1986

Honourable John Butt, M.H.A.
Minister,
Department of Environment
Elizabeth Towers
100 Elizabeth Avenue
St. John's, NF
A1C 5T7

Dear Colleague:

RE: Public Information and Participation Report - Ross Bay Junction to Churchill Falls Tote Road Environmental Assessment

In accordance with Section 9 (10) of the Environmental Assessment Regulations, 1984, I am enclosing twenty-five (25) copies of the Public Information and Participation Component Study Report for the Ross Bay Junction to Churchill Falls Tote Road Environmental Assessment. This report was prepared by Labrador Environmental Services Limited.

The views and recommendations presented herein are those of the consultant and do not necessarily reflect the policies and procedures of the Department of Transportation.

The information contained in this report relates specifically to the Public Information and Participation Component. There are six (6) additional component studies as well as an Environmental Impact Statement. Any views or comments which are expressed about this report should consider the other component studies and moreover, the Environmental Impact Statement which, in addressing the overall environmental impacts of the proposed project as documented in the component studies, will provide the clear statement of the policies and procedures of the Department of Transportation with respect to this project.

(...../2)

I feel the public information and participation program undertaken by Labrador Environmental Services Limited on behalf of my department was more than adequate. The results of the two (2) rounds of public information sessions revealed insufficient concern to warrant either the establishment of an Environmental Assessment Board or the undertaking of assessment hearings. Furthermore, such additional procedures would prevent the commencement of construction in 1986.

My department looks forward to your review and examination of this report.

If you have any questions, please do not hesitate to contact me or my staff.

Sincerely,

RON DAWE
MINISTER OF TRANSPORTATION

/dm
Enclosures

Labrador Environmental Services

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FINAL REPORT

PUBLIC PARTICIPATION AND INFORMATION SESSIONS FOR THE ENVIRONMENTAL IMPACT ASSESSMENT OF THE TOTE ROAD BETWEEN ROSS BAY JUNCTION AND CHURCHILL FALLS, LABRADOR, NFLD.

PREPARED BY

LABRADOR ENVIRONMENTAL SERVICES LTD.

FEBRUARY, 1985.

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Summary

The Department of Transportation undertook to conduct public information sessions for the purposes of fulfilling the requirements of the Environmental Assessment Act as it applies to the tote road the Department proposes to build between Ross Bay Junction and Churchill Falls, Labrador. Terms of Reference for the public information sessions (and other component studies) were agreed to by the proponent and the Department of Environment before the Environmental Impact Assessment began.

The proposed project consists of the construction of a seasonally maintained gravel tote road that would be built from Ross Bay Junction (70 km east of Wabush) to a point about 40 km west of Churchill Falls on the Esker Road. Construction would be to an RCU 80 standard. An alternate route was also proposed from Ross Bay Junction northward to a point approximately 40 km east of Esker on the Esker Road. The proponent's proposed routing is from Ross Bay Junction cross- country to a point just west of Churchill Falls because of factors of construction and user costs, maintenance and the long range plans for the Trans Labrador Highway. The alternate route is only offered because of requirements of the Environmental Assessment Act.

Public information sessions to explain the proposed project were held in two rounds (February/March and September) in the communities of Happy Valley-Goose Bay, North West River, Mud Lake, Sheshatshui, Churchill Falls, Lobstick, Labrador City and Wabush. These are deemed to be the communities most affected by the project.

Advertisement of the public information sessions was carried out in all the media and by the use of posters. Advertisements were made in English and Innueimun as appropriate. Letters advising of the upcoming information sessions were sent to elected community leaders in the affected communities. Letters of notice were also sent to Innu groups in Quebec who might be interested in the project or the proceedings. Translation capability in English, French and Innueimun was provided at each session as required.

Presentations of information were made at each session describing the project and the various component studies being conducted in support of the Environmental Impact Statement by the proponent. Note was kept of the questions, concerns and interest raised at each session for reporting purposes. The proponent and resource consultants provided information about specific queries as much as possible. In addition, because of the absence of knowledge by the general public of the provincial Environmental Impact Assessment procedure the proponent went to considerable lengths to explain the process.

The public information and participation sessions for Happy Valley-Goose Bay were held in the District Vocational School on February 25 and 26, and September 16, 1985. Attendance was light for both sessions with a total of 21 people attending.

Most people in attendance stated support for the project. Questions covered a spectrum of interests but, aside from general project description inquiries, dealt primarily with the desirability for all-season maintenance. Some preference for the alternate route was indicated as well as questions of why an electric or standard railway was not being proposed. A formal presentation by the Joint Councils of Labrador and the Town Council indicated a wish for rapid construction and a preparation to upgrade the remaining Churchill Falls to Happy Valley-Goose Bay section as soon as possible. Some disagreement was expressed with the assumptions about the numbers of tourists which can be expected to use the Trans Labrador road system as they pertained to the socio economic study and results. It was thought that numbers of tourists would be on the order of ten times the level used in the socio economic study.

Frequent comment was made on the desirability of year round maintenance and therefore public use of the road system, across Labrador, including the proposed tote road.

H. Brett, representing the Joint Community Councils (Labrador City, Wabush and Happy Valley-Goose Bay) made a formal presentation supporting the project. Their position was that the tote road construction should proceed as soon as possible and that consideration should also be given to the upgrading of the Churchill Falls to Happy Valley-Goose Bay portion of the road.

Public information and participation sessions in Mud Lake were held in the Community Hall on February 27 and September 26. A total of 22 people attended the sessions, including 15 school children.

Concerns and interests reflected a broad spectrum of thought on the project and the environmental assessment procedure. Questions concerning the cost-benefit ratio of the project and funding for maintenance were raised. Again, as in Happy Vally-Goose Bay, the possibility of a railroad as an alternative for trans Labrador transportation came up. Concern was expressed that the completion of the road link would affect CN Marine transportation to the area.

Further concern included a perception of possible conflict of interest by wildlife study team members. Some members of the public thought that having the Wildlife Division involved in the Wildlife Study presented a conflict since the Wildlife Division and the proponent were both provincial government agencies. Sentiment was also expressed that there was a need to avoid public hearings and delays.

Public information and participation sessions in Sheshatshui were held in the Band Council Office and Peenamen Mackenzie School on February 28 and September 17,1985. Over one hundred people attended these sessions. Without exception, comment by the participants was that they expected there would be substantial negative impacts to Innu culture and society from the project and that there was a need for discussion and recognition of their land claims to the region prior to construction. A clear request for public hearings into the proposed project was made by community leaders in the early phase of meetings. In the second round of meetings a strongly worded statement of Innu position and protest was presented and the information session staff were asked to depart immediately from the community. The staff complied with this request.

A total of 53 people attended the North West River information sessions. Meeting places were the basement of the Town Hall and the United Church. The spectrum of questions ranged from possible military uses for the proposed road to effects that the road might have on the Lac Joseph Caribou herd. Native land claims, the alternate routing and cost-benefit aspects of the project were also subjects of discussion.

Labrador City and Wabush sessions were well attended during the first round but lightly attended in the second round. Over one hundred and fifty people attended the first round and nine persons attended the second. In the first round a great deal of interest of participants centered on the perceived need for rapid completion of the project so as to spur economic spin offs and increase travel opportunities. Little concern for the environment was voiced except to indicate that no environmental obstacles of significance were perceived to exist. The few environmental concerns raised involved Native land claims, protection of wetlands and fish passageways. Formal presentations at the second round were made by the Labrador West Chamber of Commerce and the Town Councils of Labrador City and Wabush. All presentations stressed a positive view of the project and a stong need to complete the project as soon as possible.

At Churchill Falls interest was limited in numbers of attendees but keen in intensity. A total of twenty people attended the sessions. A wide variety of opinion was expressed concerning the project. The proprietor of a motel business on the alternate route made a stong argument for that routing. Other individuals expressed deep concern about possible serious negative impacts upon fish and wildlife resources due to the access provided to hunters and fishermen by the road. Some concern was also raised about how an influx of non-CFL Co. traffic would affect the services currently provided to company employees. Corporate representatives

expressed concern for hydroelectric structures and facilities and the need for close liason between the proponent and the company to ensure appropriate engineering of the road.

The Innu community at Lobstick/Mile 61 of the Esker road was visited only during the second round. No persons were resident there during the first round. The three family heads at the site expressed an interest in seeing the project go ahead with the use of the alternate route. Their support was based on expected employment opportunities for them with the advent of construction.

Conclusions and Recommendations

All statements and views expressed at the Public Information Sessions were the result of a non-random and unsystematic sampling procedure. They therefore cannot be viewed as an unbiased sample. The design of the sessions was never intended to provide an unbiased sample of opinion, but rather to enable the public to relate to the project, the process and the proponent.

Virtually a complete lack of knowledge or understanding of the provincial Environmental Impact Assessment procedure was shown by the public who attended the sessions. There is a distinct need for a comprehensive public relations program on the part of the regulator in order to educate the general public on the subject of environmental assessment in the Labrador.

Considerable interest in the proposed project was shown by most people who attended the Public Information and Participation Sessions. The majority of people who attended the sessions supported the project with limited reservations about negative environmental impacts. A minority of people expressed views against the project taking place. There was a wide spectrum of opinion on routing.

There is a definite polarization of the views offered concerning the desirability and expected impacts of the project and the views tend to fall along distinct cultural lines. For the most part the Innu of the region do not wish to see the project proceed and have made a clear request for assessment hearings to take place. The vast majority of the other residents and organizations in the region who attended the sessions clearly indicated that they wished the project to proceed as soon as possible without assessment hearings.

There have been clear requests for and against having public hearings held on the project. There is a serious need to weigh these requests and to address the issue.

1.0 Introduction

On March 7, 1983 the Department of Transportation of the Government of Newfoundland and Labrador (the proponent) registered, with the Department of Environment, a project to build a tote road between Ross Bay Junction on the QNS&L Railway and Churchill Falls in central Labrador. Subsequent to the project registration, the Minister of Environment notified the proponent that a full Environmental Impact Assessment under the Environmental Assessment Act (1980) would have to be carried out for the project. Thereafter, as prescribed by the Act and Regulations, the Department of Environment and the proponent agreed upon Terms of Reference under which the Environmental Impact Assessment (EIA) would be conducted. Part of the Terms of Reference include a requirement that Public Information and Participation Sessions would be conducted by the proponent in the region to be affected by the project. The purpose of the Public Information and Participation Sessions would be to establish two-way communications between the proponent and the public on matters of project description and public interest or concern with the project.

The details of the Terms of Reference for the Public Information and Participation Sessions, as agreed to between the proponent and the Department of Environment, are presented in Appendix 1.

In January, 1985 the Department of Transportation contracted LABRADOR ENVIRONMENTAL SERVICES LTD. (LES) to carry out the Public Information and Participation Sessions as part of the work the Department was undertaking in the preparation of the Environmental Impact Statement for the proposed project.

2.0 Methods and Schedules

2.1 Approach

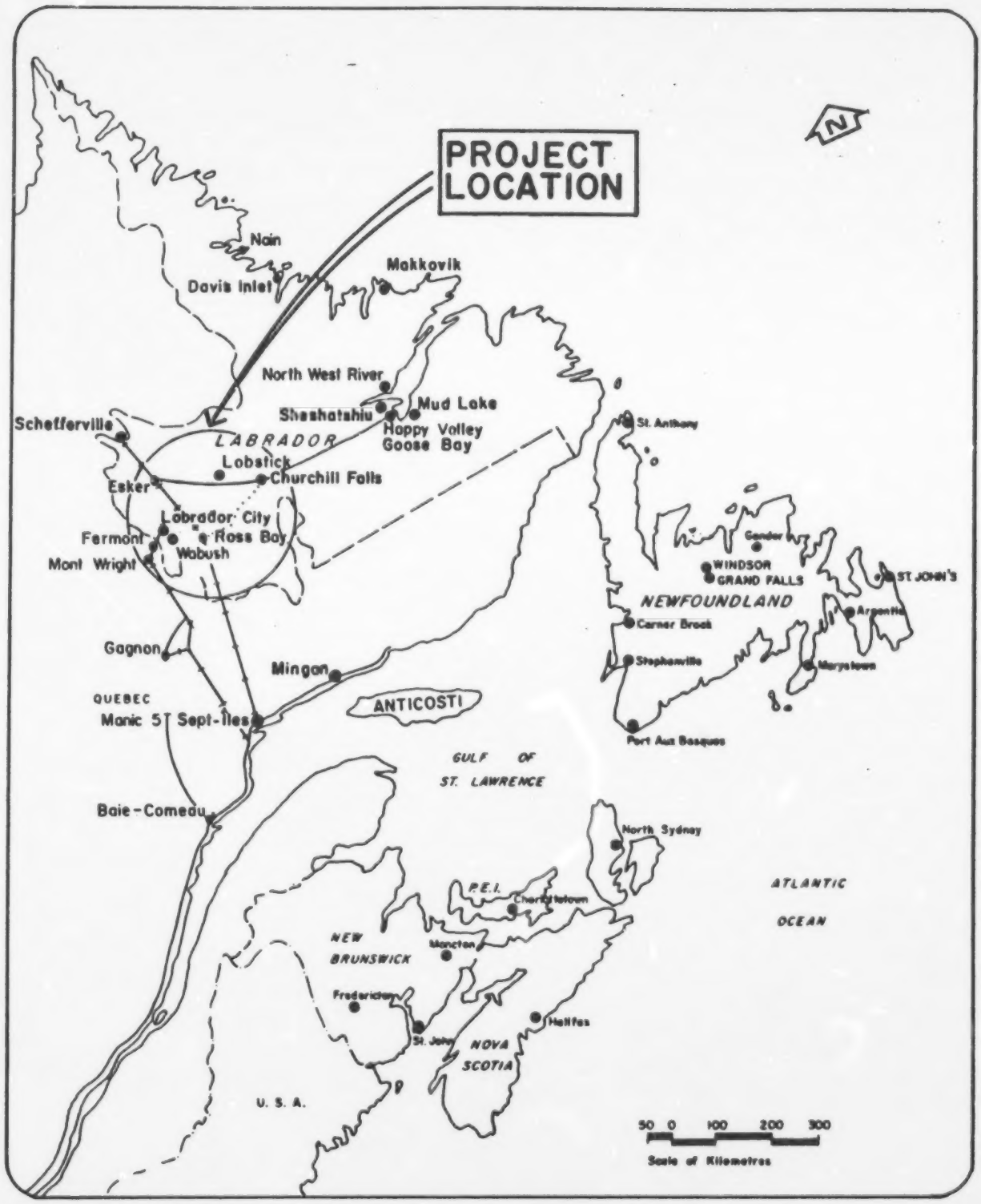
The Public Information and Participation Sessions were designed such that the general public and/or organized groups might attend at convenient locations and avail themselves of resource persons and displays which could give them factual information on the proposed project. The sessions would also permit them to immediately and informally express their interests and concerns with the proposed project. Provision was made during the second round of information sessions for the acceptance of formal statements of interest or concern for the record.

2.2 Location and Schedules

Sessions were held in each community in a central public place that permitted the ready display of project descriptive materials. Table 1 gives the venue and schedule, and Map 1 shows the location, of the sessions.

COMMUNITY	DATE	LOCATION
Happy Valley-Goose Bay	Feb. 25 & 26 Sept. 16	Labrador Room, District Vocational School
Mud Lake	Feb. 27 Sept.25	Community Hall
Sheshatshui	Feb. 28 Sept.17	Board room, Band Council Office. Band Council Office and Peenamen MacKenzie School
North West River	Mar. 1 Sept.18	Recreation Centre, Municipal Building Church Basement
Labrador City	Mar.4 & 5 Sept. 23	Labrador Mall O´Brien Hall
Wabush	Mar. 6 Sept. 24	Wabush Plaza Sir Wilfred Grenfell Hotel
Churchill Falls	Mar. 7 Sept. 19	Churchill Falls Inn Churchill Falls Inn and Highschool
Lobstick	Sept. 20	Innu camp site

TABLE 1. Location and Schedule of Public Information and Participation Sessions.



ROSS BAY JUNCTION - CHURCHILL FALLS TOTE ROAD

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MAP I. Location of the communities visited during sessions.

At the request of the Labrador Joint Councils, T. Houlihan of DelCan made a presentaation of the Summary of Preliminary Findings and Conclusions on September 25 in Happy Valley-Goose Bay.

2.3 Public Notification

The nature, time and location of each public information session was widely advertised by means of radio, newspapers, television and posters. In Sheshatshui advertisements were made in English and Innueimun. Letters were also sent to Naskapi-Montagnais Innu community leaders in Schefferville and Sept Illes, Quebec and to the President of the National Innu Council (CAM) (located in Quebec City) advising them of the information sessions and inviting them to attend at their pleasure. Community leaders in each of the communities where sessions were held also received advance notification of the sessions by correspondence from the Minister and Deputy Minister of Transportation. Appendix 2 provides examples of advertisements and notices prior to the information and participation sessions.

2.4 Information and Participation Sessions

At each information and participation session, maps of the proposed route and the alternate route were prominently displayed alongside an extensive series of posters which illustrated and explained the various study components specified in the Terms of Reference. The posters also provided addresses for points of contact should a member of the public want more detailed information than was available at the sessions.

An informal atmosphere was strived for throughout the sessions so as to encourage members of the public to attend and express their views. Coffee, tea, and juice were made available and these served to heighten the informality of the events. During round one, the sessions generally ran from 10 AM to 2 PM and 4 PM to 7 PM. In some locations sessions were shortened in the evening due to logistical constraints. During round two the sessions generally ran from 1 PM to 4 PM and 7 PM to 9 PM and these sessions were slightly more formal in that provision was made for the recording of formal statements of interest or concern. The evening sessions were chaired by B. Boles. R. Pottle, of the Department of Transportation made a presentation outlining the answers of the proponent to numerous issues raised in the first round of sessions. T. Houlihan, of Delcan Ltd., provided a summary of the findings and conclusions to date of the various component studies undertaken to support the EIS. Following these presentations, a discussion took place between the audience and the proponent's resource people, on various aspects of the proposed project.

In attendance at each session were resource people from the Dept. of Transportation and environmental impact consultants. Appendix 3 lists the resource people available at each session.

3.0 Preliminary Project Description

3.1 General

The Department of Transportation proposes to build a tote road connection from a point 3 km east of the Ashuanipi River near Ross Bay Junction to another point approximately 40 km west of Churchill Falls on the Esker Road. The proponent has also provided an alternative proposal involving the construction of a tote road from the same point near Ross Bay Junction to a point about 40 km east of Esker on the Esker Road. The first route described is the proponent's proposed route. The second or alternate route is offerred in order to comply with the Environmental Assessment Act.

Maps 2a and 2b show the locations of the proposed and alternate routes.

The Ross Bay Junction to Churchill Falls Tote Road will connect the existing road from Wabush to the Ashuanipi River with the existing road from Churchill Falls to Happy Valley-Goose Bay. The proposed route is 130 km in length and the alternate route is 90 km in length.

A preliminary alignment has been selected for each project alternative and a 5 km wide corridor, centered on the alignment, will be studied to determine the optimum location for each route.

3.2 Road Standards

On the selected route, the horizontal alignment will be designed to an RCU 80 (Rural, Collector, Undivided, 80 km/h) standard. The minimum radius of curves will be 230 m with a maximum profile grade of 5 to 8% for this class of road. The profile grade will generally be 6% with a few grades of 8%.

The road right of way will be 40 m wide within which a 20 m wide area will be cleared and close cut. Close cutting will retain the roots of the existing vegetation cover and minimize erosion of the original ground.

The road will be constructed with a minimum fill depth of 0.5 m and a width of 9.0 m. This will be supplemented by a 0.5 m deep by 6 m wide granular driving surface in areas where the road base is unstable.

Where excavation is necessary the original ground will be stripped of topsoil and vegetation before excavation and the excavated material, if suitable, used in fill areas.

Adjacent to natural watercourses drainage of water along the right-of-way will be accomplished by ditches excavated parallel to the toe of the road slope. Water will then be

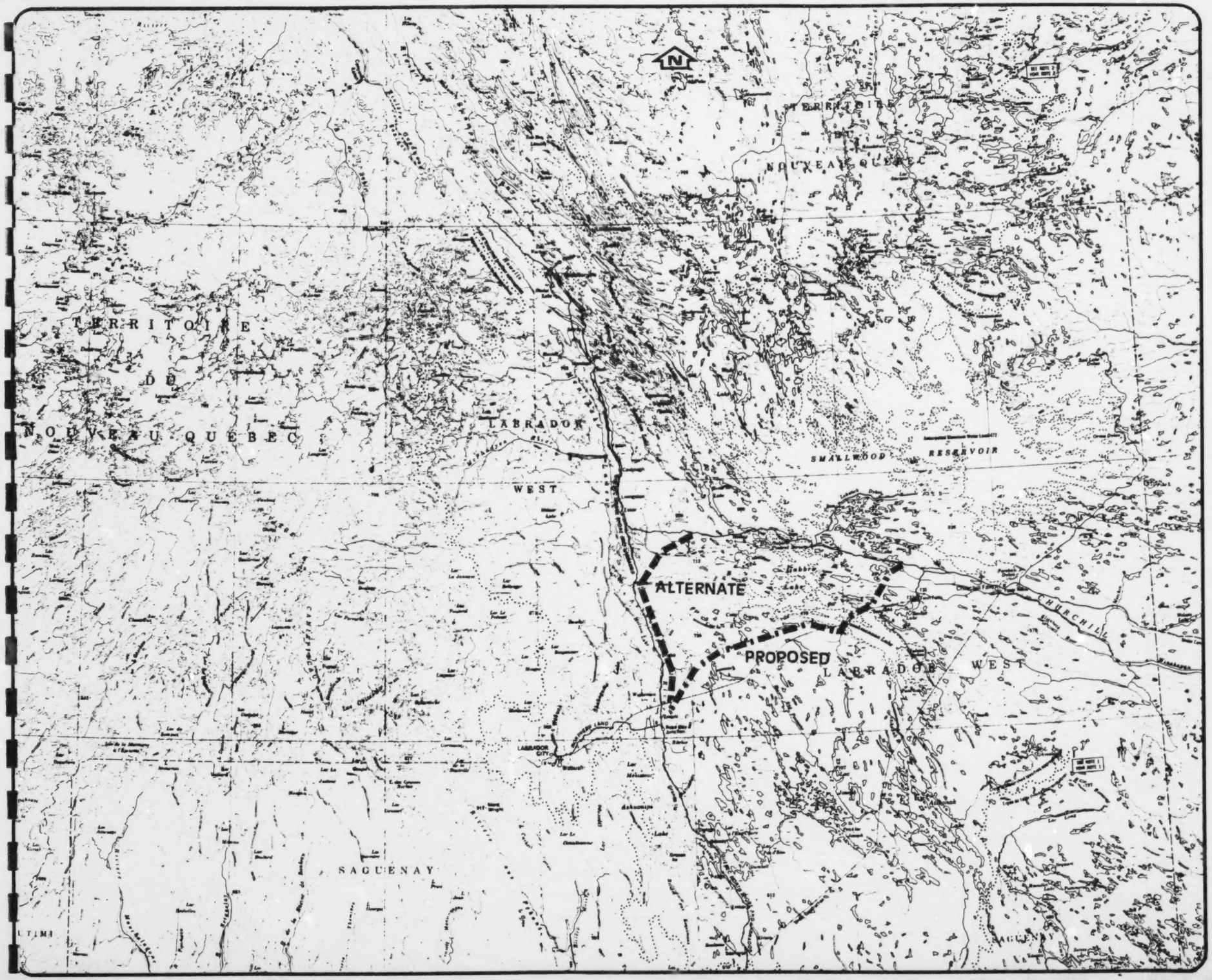
ROSS BAY JUNCTION–CHURCHILL FALLS

TOTE ROAD

ENVIRONMENTAL IMPACT ASSESSMENT

MAP 2A

SHOWING THE PROPOSED AND ALTERNATE TOTE ROAD ROUTES.



SCALE 1:1,550,000

10 5 0 10 20 30 40 50 KM

DATE: 28.2.86

CONSULTANT: Labrador Env. Serv. Ltd.

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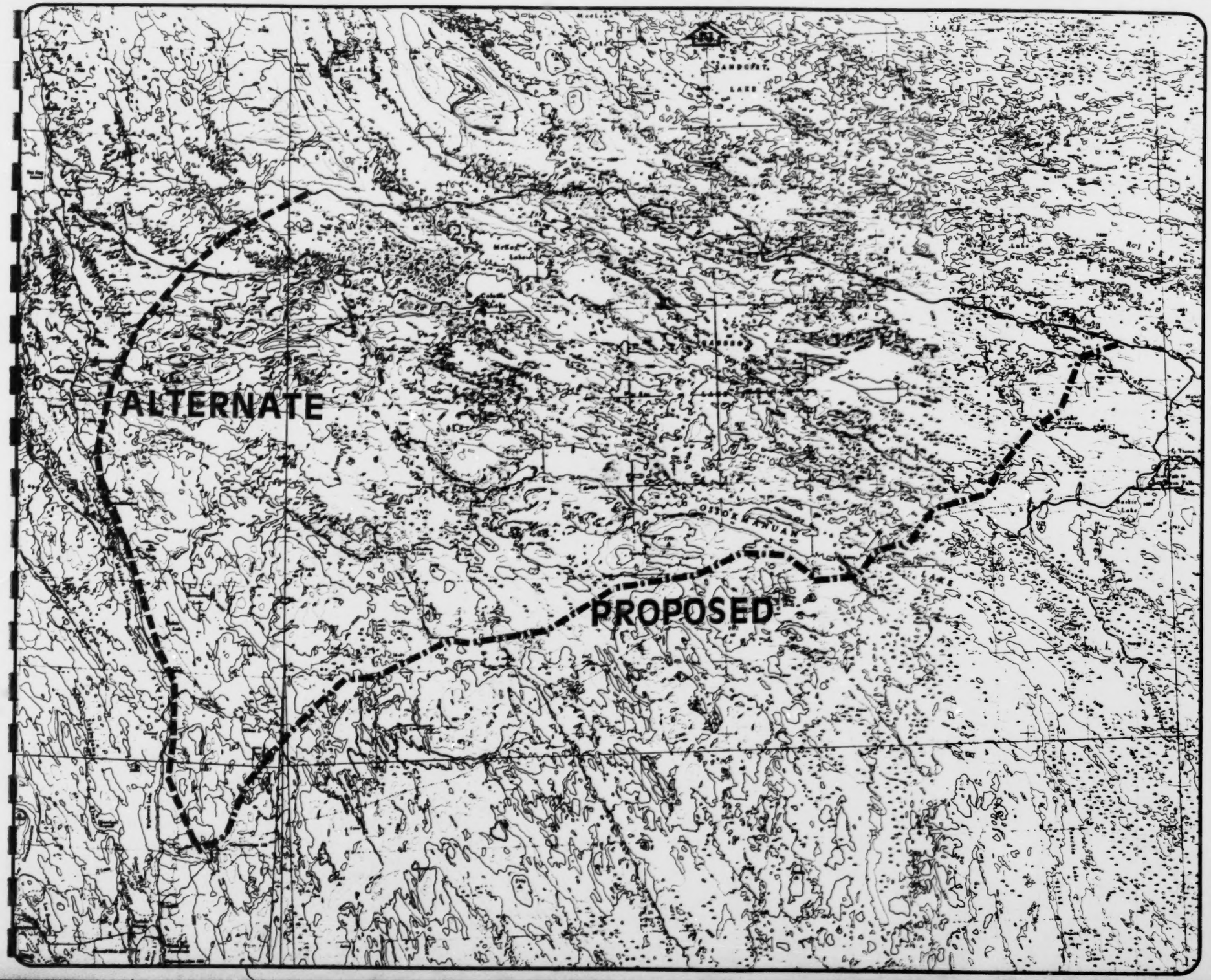

ROSS BAY JUNCTION-CHURCHILL FALLS

TOTE ROAD

ENVIRONMENTAL IMPACT ASSESSMENT

MAP 2B

SHOWING THE PROPOSED AND ALTERNATE TOTE ROAD ROUTES.

SCALE 1:400,000

5 0 5 10 15 20 KM

DATE: 28.2.86

CONSULTANT: Labrador Env. Serv. Ltd

TRANSPORTATION

directed to natural water courses after passing through vegetated areas.

3.3 Bridges and Structures

Steams crossings under the road will be carried in the appropriately sized circular corrugated metal pipe or arches. The arch shaped culverts will be installed to reduce disturbance to the stream bed of significant watercourses.

Major streams or rivers will be crossed by constructing concrete bridges as required. Bridge crossings are anticipated at the following locations on the proposed route:

1) Miron River (km 85),
2) Unnamed River (km 138), and
3) Ossokamanuan Lake (km 160),

and at the following locations on the alternate route:

1) Miron River (km 86),
2) Bernadette River (km 103),
3) Evening River (km 121),
4) Wide River (km 130), and
5) No Name River (km 147),

3.4 Construction Planning

Construction operations will be influenced by the location of borrow material since the project is primarily in fill. A common source of acceptable fill may be found in granular deposits known as eskers. These deposits are found at Ross Bay Junction (km 68), on the proposed route and at km 110, km 158 and km 174, and on the alternate route at km 138 and km 147. Some of these borrow sites can be used for construction camps. In addition, areas of hummocky moraine, as found at various locations, may contain acceptable borrow material.

The initial construction contracts will be about 20 km in length. Construction contracts for the proposed route will be from km 68 to 92 (1986), km 92 to 110 (1987) and km 110 to 153 (1988 to 1990). Future contracts would run from km 153 to 174 and km 174 to 199. Construction camps for the proposed route would be located at km 68, km 110 and km 174.

The alternate route will be divided into contracts from km 68 to 92 (1986), km 138 to 157 (1987) and km 92 to 138 (1988 to 1990) with construction camps at Ross Bay Junction (km 68) and at km 138 and 157.

3.5 Labour Requirements

Each road construction contract should employ approximately 30 persons, with each bridge employing 10 persons.This is expected to total some 260 jobs over a 7 year period.

For summer maintenance purposes permanent depots will be established at Ross Bay Junction (km 68) and at km 174 on the proposed route or km 157 on the alternate route. Each depot would employ on a seasonal basis about 12 persons. Winter maintenance, if applicable, would require the establishment of an additional depot at km 138, on the proposed route, or km 110 on the alternate route.

3.6 Costing

The construction cost of the proposed route is estimated to be $300,000/km; and of the alternate route $350,000/km. The major differences in the two routes are the extra bridges or structures on the alternate route, which is only partially offset by the fact that the alternate route parallels the QNS&L Railway for 45 km which reduces mobilization expenses. The alternate route will also require the upgrading of a portion of the existing road to Esker. This would raise the standard of the Esker Road to the same level as the new construction east of Wabush/Labrador City.

Total cost of the proponent's proposed route is 47.2 million dollars and for the alternate route is 50.3 million dollars.

4.0 Results: Public Information and Participation Sessions

4.1 Happy Valley - Goose Bay

The Public Information and Participation Sessions were held in the District Vocational School in Happy Valley-Goose Bay on Monday, February 25 and Tuesday, February 26, 1985 and on September 16, 1985. The sessions were advertised in the local newspapers and on the local radio and television stations. The attendance at all sessions was light, with 11 people attending during the two days of the first round and 10 people attending during the second round of sessions.

Most people in attendance stated a clear preference for the project, although one Labradorian expressed mixed feelings: he could envision the benefits but also liked the way things are now. Those in favor of the road also expressed a clear desire for haste in the project. Two residents voiced a preference for the alternate route as an already established route whose existing roadbed, in their opinion, was already well-maintained. One resident voiced a strong concern that the road would only be seasonal, while another admitted he was under the misconception that this project would result in a paved road. One person described the environmental assessment process as a hindrance. He wanted the road built as soon as possible so that the area could benefit from the expected economic spin-offs.

One resident thought the present project should include upgrading of the Churchill Falls to Happy Valley-Goose Bay portion of the road. Another inquired if the alternative idea of an electric railway had been considered and stated the concern that it should have been considered. Appendix 4 lists specific questions and answers at this and the later session.

During the evening session of the second round of sessions, a formal presentation was made by H. Brett (see Appendix 5) representing the Joint Councils of Labrador (i.e. Labrador City, Wabush and Happy Valley-Goose Bay). The position of the Joint Councils was that the construction of the road should proceed as soon as possible and that consideration should also now be given to the upgrading of the Churchill Falls to Happy Valley-Goose Bay portion of the road. Mr. Brett also questioned some of the assumptions of economic benefits from tourism as a result of the project that were used in the Socio-economic Study. He felt that they were highly underestimated.

A general lack of understanding was displayed by the public of the reasons for and methods of environmental impact assessment in the province as prescribed by the Environmental Assessment Act.

4.2 Mud Lake

The public information team travelled by snowmobiles and komatiks to Mud Lake on Wednesday, February 27, where the display for the first round of sessions was set up in the Community Hall. Interest appeared high in spite of the fact that Mud Lake has no road link to any road system. The attendance of 19 people included two members of the Local Improvement Committee (municipal government), two teachers and fifteen students.

Several individuals made statements of concern about the environmental assessment process. A member of the Local Improvement Committee expressed concern that they had originally been left out of the environmental assessment process, and specifically wanted input into the Socio-economic Study. Another member perceived the road as beneficial and wanted the project to proceed without delay and without public hearings. One member questioned whether it was a conflict of interest to have a government department participating in the Wildlife Study.

Interest was shown in the cost-benefit analysis of the road. One person questioned the cost-benefit ratio of the project, particularly until the Churchill Falls to Happy Valley-Goose Bay portion is upgraded. Another person suggested that the cost of winter maintenance would far outweigh the benefits. Another resident questioned the ability of the Department of Transportation to maintain the tote road when in the residents opinion the Department has not had the budget to maintain local roads adequately.

One person thought that the alternate route would be the least expensive and faster to build. Two people suggested an electric railroad as a serious alternative to be considered instead of the proposed tote road or a Trans Labrador Highway.

One resident questioned whether the completed road would undermine the availability of CN marine transportation to the Upper Lake Melville area or affect coastal shipping.

The second round of information sessions was held on Thursday, September 26, again in the Community Hall. In attendance at this session were three people, two of whom were members of the Local Improvement Committee. Attendees at the session were primarily interested in an update of the project and a further explanation of the assessment process.

Appendix 4 lists the specific questions and answers that arose during these sessions.

4.3 Sheshatshui

The public information sessions were held in the Band Council Office in Sheshatshui on Thursday, February 28 and in the Band Council Office and Peenamen Mackenzie School on Tuesday, September 17. The sessions had been advertised via posters in Innueimun and English and were placed around the community. Notices were also read on the Sheshatshui Community Radio Station, which broadcasts in Innumien and English.

During the first round of information and particpation sessions several issues of concern were expressed by the 9 residents of Sheshatshui who signed the register on February 28, as well as by approximately 20 residents of Sheshatshui, all adult students of the Job Readiness Training Program, who attended the session on March 7 in North West River.

All residents attended as private citizens except one who spoke officially on behalf of the Naskapi Montagnais Innu Association (N.M.I.A.). Translation services were available for the entire session. As well, one of the project staff fluent in Innueimun and English, provided project information in Innueimun to visitors.

The following paragraph is a summary of the official position and comments of the N.M.I.A. as made by Greg Penashue, President of the N.M.I.A. during the first round of sessions. (The extended detail of Mr. Penashue's statement can be found in Appendix 6.)

> The road development will encourage other developments. The road will bring in people from the rest of Canada which will result in discrimination against the Innu and competition for resources. The Innu feel they have a small voice in the things that affect them. The N.M.I.A. want public hearings before any construction of the proposed road.

During the first round, the concerns expressed by other residents of Sheshatshui (see Appendix 4) fell into the following categories: the narrowness of the consultation process with respect to Native land claims (including the environmental assessment), social concerns including implications for Innu culture and perceived social problems, economics, harvesting of natural resources, environmental damage, and land claims.

The Innu have strong feelings about the consultation process. They are concerned that they have much to lose as a result of this project, and yet, as a minority culture, many feel that they will lose out to the dominant Canadian culture. One person stated that no development should occur before Innu leaders are consulted. He also felt that no work, including survey work, should have been done until the

public was consulted. He questioned whether the government could defend the money already spent, if public pressure and the indication of environmental damage meant that the road project would be stopped. He felt the government will be pressured to continue the tote road project because of the money already spent.

The same individual suggested that because the environmental assessment process cannot deal with land claims, its terms of reference are too narrow. He criticized the Socio-economic Study in that it will not take native land claims into account. He was concerned that if the environmental assessment goes through the process of public hearings, land claims cannot be included in the discussion. He also asked the question, "What happens to the issues of the Innu if the road goes ahead ?"

With regard to the socio-economics, the Innu who spoke at the sessions did not perceive any economic benefits as a result of the road, while they do see tremendous losses for their culture, and the potential for increased social problems. There was some concern that the Innu would lose the access road to the Lobstick fishery development (if the proposed route is built).

One resident said he did not expect any economic benefit from employment on the road because he does not speak English, does not have an education and does not have a trade. He also stated that the Innu will not benefit from the road because many of them don't have vehicles. One resident commented on the socio-economic assessment as having two distinct aspects: the social and the economic. He believes the project is one-sided: its detrimental to the natives, beneficial to the whites. He feels that the socio-economic assessment must recognize that two cultures have an interest in the project, but worries that the dominant culture will succeed.

Several people voiced the concern that the Innu cannot endorse the road because they feel it will destroy their culture. One man publicly stated that he feels if the government builds the road, it will be committing genocide and ethnocide. Several people raised concerns that social problems would increase. They felt they would experience more discrimination, alcohol problems would increase, and there would be problems of sexual abuse of Innu females.

Other ways the road was perceived by attendees to affect traditional Innu lifestyle were in the area of the natural environment, particularly wildlife, and the harvesting of resources. One person asked about controls that might be imposed on the Innu regarding the hunting of large and small game, and the cutting of wood. He believed that current restrictions along the road right-of-way are inappropriate to the Innu. Another person was concerned that

without appropriate restrictions, people who have mechanical means of transportation will overhunt the area. He felt that hunting of moose and caribou should be restricted within 15 miles of the road, and fishing should be restricted within 10 to 15 miles of the road. He also believed that wildlife and fisheries enforcement staff should be in place before the road is built.

Apart from hunting and fishing, some people indicated that they feared that the construction of the road would cause a lot of damage to the land and wildlife. Streams would be blocked. A lot of animals may be killed on the road by vehicles. In one person's view, "The road will create a major disaster for fish and wildlife populations."

Another major concern frequently expressed was the issue of land claims. One person outlined the issues: "The land for the proposed road is in question. That land is the key to the well-being of the Innu, culturally, socially, politically, and economically. In their view no development should occur before Innu leaders are consulted." He asked the following questions: "Does the Crown own the land, or do the Innu?" "What if the native people want reparation for the land the highway crosses?" He concluded by saying he hoped the Newfoundland Government wouldn't make a decision until land claims are settled. A transcript of the statements by Innu at these sessions can be found in Appendices 6, 7 and 8.

A formal written submission was later made concerning the proposed and alternative tote roads by the Innu (adult) students of the Job Readiness Training Program of Sheshatshui. This written submission is provided in Appendix 9.

The second round of public information sessions in Sheshatshui on September 17, 1985 proceeded in a strained atmosphere. The afternoon drop-in sessions were attended by seven individuals who expressed a variety of views concerning the project. These ideas were virtually the same as those recorded in the first round of information sessions. Initially, community leaders were not prepared to permit the evening information sessions to take place because of their opposition to the project. After some discussion they concluded that the evening sessions could take place and that at the evening session they would make a formal statement of their position.

The evening session was convened at Penamem Mackenzie School with approximately 50 to 75 people in attendance. A statement of opposition to the project was read by a community leader and the information panel was asked to immediately leave the community. The panel complied with the clear wishes of the assembly and departed. The formal statement of opposition is recorded in Appendix 10.

4.4 North West River

The first round of public information and participation sessions in North West River were held on Friday, March 1st in the basement of the Town Hall. Advertising was done by means of posters, and radio and television announcements. Approximately 52 people attended the North West River sessions, which included two groups as well as several individual residents. In attendance were 4 staff and 23 students from Memorial University's Resource Technician Training Program, who come from many Labrador communities. As well, there were approximately 20 Sheshatshui students of the Job Readiness Training Program, whose concerns have been included in the report of the Sheshatshui sessions.

Presentations on the Environmental Assessment Process and the component studies were made to each of the groups, followed by a question and answer period.

The second round of public information sessions was held in the basement of the North West River United Church on September 18. Attendance at the sessions consisted of one individual who was there to obtain information about the proposed project.

4.5 Labrador City

The first round of public information and participation sessions in Labrador City were held on Monday, March 4 and Tuesday, March 5 in a storefront space in the Labrador Mall. The sessions were advertised via local newpaper, radio and television, as well as posters in the mall. Well over a hundred people attended during the two days. Being in a shopping mall, we had curious browsers as well as those who made a specific effort to attend. Most came as individual citizens. They included town councillors, construction company owners, hunters and fishermen, cabin owners, and clergy interested in Native rights. Also in attendance was a Grade 11 Civics class.

Few who attended showed a knowledge of the environmental impact process in effect in the province.

The second round of public information and participation sessions in Labrador City was held on September 23 in a basement meeting room of O'Brien Hall. Translation services in French and English were made available. Attendance was light with only 6 persons attending the afternoon session. No member of the public arrived for the evening session. No new concerns were raised in the afternoon sessions, however the Town of Labrador City requested that the letters of interest they had sent to the Ministers of Environment and Transportation the previous year be entered into the record of the sessions as a formal statement of their position.

These letters are provided in Appendix 11.

4.6 Wabush

The first round of the information and participation sessions in Wabush were held on Wednesday, March 6 in a storefront space in the Wabush Plaza. The sessions were advertised on the local radio and television stations, in the local paper, and by posters in the plaza. A total of 43 people signed the guest register during this session. This included a high school English class and a Social Issues class, a town councillor, as well as several other interested citizens.

The second round of information sessions in Wabush were held in a meeting room of the Sir Wilfred Grenfell Hotel on September 24. Four persons attended the afternoon sessions with the goal of obtaining general project information. The evening session was attended by representatives of the Labrador West Chamber of Commerce and the Town of Wabush. Both made formal presentations. These are provided in Appendices 12 and 13.

Because of the proximity of Labrador City and Wabush, and because the guest register indicates Wabush residents attended the Labrador City sessions and vice versa, and because of the similarity of interest and concerns expressed in the two communities, we have included the list of question and answers together, for the purposes of this report, in Appendix 4.

The overall feeling in Labrador City and Wabush was, "Let's get on with the road." A few individuals tempered this with the need to recognize the rights of Native people, but most thought that the road would be beneficial, especially for Western Labrador. One person was concerned that Native people will be listened to more than anyone else during the environmental assessment. Some people were more interested in the road through Quebec. One resident thought it should be Newfoundland and Labrador and the Happy Valley-Goose Bay area that should benefit from people travelling instead of Quebec.

There was a variety of opinions and considerable discussion as to whether the proposed or alternate route was more desirable. However, the proposed route was most frequently indicated as the most desirable, due to length, cost of construction, and cost to the travelling public. One person suggested the alternate route could benefit the people of Schefferville by providing the potential for a road link. A number of people questioned the cost estimates and the stated need to upgrade the Esker Road. A concern was expressed that large sums of money would be spent unnecessarily upgrading the Esker Road.

Several truck owners indicated that they require the impetus of the road construction this year (1985) to remain solvent. Another resident was interested in the job creation potential of the road. One person questioned the amount of money to be spent on the road in relation to perceived use and benefits. Another suggested that the road itself will not bring money into the area, but a development such as a mine would create new dollars.

There was a variety of opinion on the importance of environmental protection. Some people felt the environmental assessment was unnecessary, and was delaying road construction. On the other hand, one resident was concerned that wetlands hydrology be protected, while several felt it was important to protect fish passageways. For the most part visitors were not knowledgeable of the environmental assessment process operating in the province.

A frequently repeated question was, "Why can't work start in 1985?" One person was concerned that plans for the road were already too late. Another was worried that construction might be delayed 5-6 years.

During the second round, formal presentations (see Appendices 12 and 13) indicated a strong desire for completion of the project and upgrading of the road portion between Churchill Falls and Happy Valley-Goose Bay. No specific environmental problems were identified.

4.7 Churchill Falls

The first round of public information and participation sessions were held in the Churchill Falls Inn on Thursday, March 7. The sessions were advertised on local radio and television and by posters. The nine people attending included senior representatives of Churchill Falls Labrador Corporation (CFLCo), a businessman, and interested individuals.

The written and verbal submissions presented by Ray Cole, owner of Lobstick Lake Motel, have been included verbatim in Appendix 15. Mr. Cole put forth the view that the route to follow should be the alternate route rather than the proposed route. He made a strong argument for this routing based on premises which included general environmental and caribou protection, employment creation, continued access to 105 cabins, road access to Shefferville, reduced costs of maintenance and the continued existence of his hotel-motel business located at mile 61 on the Esker Road.

Another resident predicted a significant change in lifestyle for Churchill Falls residents when the road is completed. He felt that CFL Co. policy regarding the provision and cost of goods and services (fuel, food,

accommodations, and recreation) would have to be changed after the road is built, and this change would infringe on the benefits provided to local residents. He felt these impacts should be defined, examined, and weighed in the Socio-economic Study of the environmental assessment.

Other attendees indicated that there was a variety of opinion about the proposed versus the alternate route, as well as one expression that there should be no road at all. The proposed route was preferred by some for reasons of personal travel to Labrador City, and was also thought to be the more feasible route if the Department of Transportation plans a year-round route immediately. However, if a year-round route is 10-15 years away, the same individual felt the alternate route would be better. Other reasons given for preference of the alternate route were:

1. Use of the existing transportation corridor would cause less environmental damage and would be less expensive.

2. The cost of upgrading the Esker Road will be cheaper than forecast, making the alternate route more economically feasible.

3. The alternate route would provide a road link to Schefferville and access for 105 cottage owners.

4. The maintenance costs on the alternate route would be less of a drain on the public purse, as DOT and CFL Co. would not be duplicating services.

5. The proposed route would destroy an existing business and reduce the potential for the Innu to develop guiding opportunities.

6. There are no people living on the proposed route.

The Churchill Falls Labrador Corporation registered specific concerns regarding the design and construction of the proposed tote road in relation to the security and protection of their structures and systems. These were:

1. That tote road design and construction procedures adopted by DOT ensure that the proper operation of the reservoirs and related structures are not impeded, in particular the rate of flow and level of storage at the Ossakumanuan crossing.

2. That DOT take note of the required clearances of transmission lines where the road might cross under or approach the lines. Should there be a need for the adjustment of the transmission wires or structures CFL Co. would expect DOT to bear the cost of such adjustments.

3. That security of the Twin Falls site and facilities be maintained during both the construction and post construction period. CFL Co. also identified a probable need to review their security arrangements for all hydro facilities in the area once general public access became apparent through the advent of the tote road project.

4. That DOT be aware of CFL Co. operating procedures in the event of extreme flood conditions and that these operating procedures included the breaking of certain dams and the surcharging of reservoirs to heights of up to 1 metre. Design of the tote road and the watercrossings should take these operating procedures into account.

5. CFL Co. would always need a service road to gain access to the Gabbro installation on the Esker Road, however, if the proposed road came into existence and was open all year round, CFL Co. would be considering moving their freight pickup facilities at Esker to Ross Bay.

6. CFL Co. needs notice of the size and location and demands for services such as food supplies from the grocery store or fuel supplies from their outlet. They would have to be prepared in their ordering and carrying of inventory for such an increase otherwise it could negatively affect the amount of supplies available to the community and the company.

A concern was noted that because of the specific soil types in the area, the road might well need constant maintenance or potholes would soon develop.

Several people voiced strong concerns about the impact of the road on wildlife. They thought existing game, fish, and bird populations could be decimated by an influx of people, particularly as they feel the existing harvesting regulations (i.e. seasons and quotas) are inappropriate. They feel these regulations should be revised before construction begins. It was suggested that local residents be consulted on environmental protection and resource harvesting regulations.

The second round of information sessions was held on September 19 in the Churchill Falls Inn and the local highschool. Mr. R. Cole attended the afternoon session and reiterated some points he had made at the first round of sessions.

The evening session was attended by 11 people, including three senior CFL Co. management staff. Questions and discussions revolved around issues that had been raised at previous sessions such as the possible use of the alternate route, possible road access to Schefferville and effects upon the Lobstick Lodge business operations if the road does not follow the alternate route. One individual suggested the idea that the alternate route be chosen and that the QNS&L

railroad crossings be adapted as road vehicle crossing points for inexpensive river crossings.

Appendix 14 contains Mr. Cole's verbal and written submissions. Appendix 4 lists the questions and answers which developed at the Churchill Falls sessions.

4.7 Lobstick-Mile 61

During the first round of sessions in February and March no people were resident at the Mile 61 junction on the Esker Road so no sessions were held there.

At the time of the second round of information and participation sessions three families were resident at the site. Two members of the information team visited the camp and met with the heads of the three households. In general the Innu there stated a preference for the construction of a road on the basis of opportunities it would bring to them for employment as well as the opportunity for more Schefferville Innu to travel to the area. There was a distinct preference shown for the alternate route as opposed to the proposed route. Appendix 15 further details the statements of the current Innu residents of the area.

4.8 Other Statements

Only one other comment was received from the public. R. Goodfellow mailed the contractor (LES Ltd.) a written submission of her views. This submission is found in Appendix 16.

5.0 Conclusions and Recommendations

The previous sections and the appendices have described the public comment and interaction with the proponent during the information and participation sessions. The proponent has clearly fulfilled the requirement for these sessions as specified by the Terms of Reference for The Environmental Impact Statement.

Attendance at the sessions by the public was the result of a non-random and non-systematic information collection procedure.Therefore the statements of interest or concern cannot be viewed as an unbiased sample of public opinion, however, it does show clear indications of opinion.

For the most part, persons attending the sessions were unknowledgeable or confused with the environmental impact assessment procedure operative in Newfoundland and Labrador. The proponent's work during these sessions, by means of graphics and discussion, greatly expanded the knowledge of the people who enquired about the process. However, the total attendance at the sessions was a very small portion of the public. There is an apparent need, for the benefit of the proposed project, and other future projects in the province, that there be an extensive education program put in place to inform the public of the way the process operates and their important role in the process.

The public input at the various sessions clearly indicated a polarization of views on the proposed tote road. In all communities, except Sheshatshui, the vast majority of people favored the project and many were extremely eager to see it proceed posthaste. Interest in having the road completed revolved around the potential for trans Labrador travel and economic development.

In Sheshatshui, an Innu community, total opposition to the project was presented to such an extreme that in the end the information session team were asked to leave the community. Innu concerns over social impact and a declared claim on the land were the main arguments against the project proceeding. In the Innu settlement at Mile 61 the three resident family heads expressed an interest in the project proceeding as they saw potential economic and social benefits.

A virtual, but not complete, polarization of views for and against the proposed project fell along cultural lines. Innu held dramatically different views and expectations than most other Labradorians who attended the sessions. Most Innu expressed a desire for public hearings into the project whereas most other Labradorians expressed a desire for no hearings and haste in beginning the project. There is a serious need to weigh these requests and to address the issue of public hearings.

A wide variety of opinion was voiced on the proposed versus the alternate routing by those in favor of the project. Various arguments were put forward to support each view. Much of the support for one route or the other was based on economic concerns and an expectation that the Esker Road would or would not require expensive upgrading. Other arguments for each route covered topics which included the Lac Joseph caribou herd and other impacts on natural resources and the expected completion date and therefor possible use of the road link by the public.

APPENDICES

Appendix 1

The following are the Terms of Reference for the Public Information and Participation Sessions as agreed to between the Department of Transportation and the Department of Environment:

1. PREAMBLE

The Department of the Environment requires that the Department of Transportation undertake a series of public information sessions for the proposed Ross Bay Junction - Churchill Falls Tote Road. During 1984 and 1985 such sessions will be held in various communities throughout the project area to inform the public of the project and to receive their input.

2. LOCATION OF PROJECT AND PUBLIC INFORMATION SESSIONS

The proposed Ross Bay Junction - Churchill Falls Tote Road has two possible routes, a proposed route and an alternate route.

Two "Open House" sessions will be held by the proponent in each of the following communities:

1. Wabush/Labrador City
2. Lobstick (Mile 61 on the Esker Road)
3. Churchill Falls
4. Happy Valley - Goose Bay
5. North West River
6. Sheshatshui
7. Mud Lake (added later as a session site)

3. METHODOLOGIES

The public information sessions will be scheduled such that for each community one session will be held early in the Environmental Impact Statement (EIS) preparation process and one late in the process.

The sessions will provide project descriptions and elicit public comment and reaction to the proposed project.

Translation services in English and Innueimun will be provided where and as required at the public information sessions.

Three weeks prior notice via public media will be given of the public information sessions for each community and four weeks prior notice to the Minister of Environment.

Concerns that are raised at the public information sessions will be recorded and a summary of each session will be incorporated into the Environmental Impact Statement.

Concerns that are raised at the first public information session will be recorded and summarized in written form. The proponent's response to these initial concerns will be presented at the final sessions. Additional concerns will be recorded, responded to and summarized in written form.

4. REPORT

A final report incorporating public concerns and the proponent's response to these concerns will be available by 1985 08 31 and shall contain:

a) A summary of the salient findings, conclusions and recommendations.

b) An introduction detailing the purpose and objective of the study.

c) A brief description of the existing environment and the proposed road development.

d) A methodologies section.

e) A presentation and analysis of the public concerns and the proponent's response to these concerns.

Appendix 2
(EXAMPLE)

GOVERNMENT OF NEWFOUNDLAND AND LABRADOR
Department of Transportation
Office of the Minister St. John's

Mr. Derm Flynn
Mayor
P.O. Box 190
Wabush, Labrador
AOR 1BO

August 30, 1985

Dear Mr. Flynn:

RE: Ross Bay Junction to Churchill Falls Tote Road
Environmental Impact Assessment

This letter will give you some advance notice of a second information meeting which the Department of Transportation is scheduling for your community concerning the Environmental Impact Assessment of the portion of the Trans Labrador Highway between Ross Bay Junction and Churchill Falls. These meetings are required by the Department of Environment under the Environmental Impact Assessment Act and they will be held in each community to be affected by the proposed road development.

The meetings will generally consist of afternoon information sessions where members of the public can drop in and view descriptive material related to the project and the on-going assessment followed by evening sessions where more formal statements of interest, inquiry or concern may be made. Such presentations can be made verbally or in writing (or both). Members of my staff and our consultants in the assessment will be on hand to respond to questions or issues as they are raised and to provide information on the development.

This second public information session is slated for September 24 in Wabush. The location of the session has not yet been confirmed, however, it will be broadly publicized at the time. You and your council are invited to drop in when convenient during these sessions to view the available information.

The Department of Transportation has contracted Labrador Environmental Services Ltd. to conduct this second round of sessions and should you have any immediate questions, feel free to contact Mr. Bruce Boles at their offices in North West River (Tel. 497-8386) and he may be able to assist you. Alternatively you may also contact Mr. Roger Pottle, Director of the environmental assessment for the project for my department (Tel. 576-3637).

We look forward to your comments at these sessions.

Yours sincerely,
Ron Dawe
Minister

Appendix 2
(EXAMPLE)

GOVERNMENT OF NEWFOUNDLAND AND LABRADOR
Department of Transportation

Office of the Deputy Minister — ST. JOHN'S
1985 01 25

Mrs. Beatrice Watts
Mayor
North West River
Labrador, Nfld.
AOP IMO

RE: ROSS BAY JUNCTION TO CHURCHILL FALLS TOTE ROAD
ENVIRONMENTAL IMPACT ASSESSMENT

Dear Mrs. Watts:

This letter will give you some advance notice of a meeting which the Department of Transportation is scheduling for your Community concerning the Environmental Impact Assessment of the portion of the Trans Labrador Highway between Ross Bay Junction and Churchill Falls. As we are required by the Department of Environment under the Environmental Impact Assessment Act we will be holding public information sessions in each of the communities to be affected by the road development.

The meeting will consist of an open house where interested citizens and groups may drop in and discuss with departmental staff and some of our environmental consultants just what the proposed development will be and what environmental impact studies are being carried out in order to prepare the Environmental Impact Assessment.

The first public information session is slated for North West River on the 28th of February and will probably take place in the NWR Library, however, the location has not yet been confirmed. You and your council are invited to drop in when convenient during this session to view the available information. The staff there will try to answer any questions you might have and will note any environmental concerns about the project that you might wish to put forward.

The Department of Transportation has contracted Labrador Environmental Services Ltd. to conduct this public information session and should you have any immediate questions, feel free to contact Mr. Bruce Boles at their offices in North West River (Tel. 497-8386) and he may be able to assist you.

We look forward to your comments at this session.

Yours sincerely,

A. L. White, P. Eng.
Deputy minister

Appendix 2
(EXAMPLE)

NOTICE

ENVIRONMENTAL IMPACT ASSESSMENT ACTIVITIES FOR THE PROPOSED CONSTRUCTION OF A TOTE ROAD BETWEEN ROSS BAY JUNCTION AND CHURCHILL FALLS, LABRADOR.

PUBLIC INFORMATION SESSIONS (2nd round):

The Department of Transportation of the Government of Newfoundland and Labrador will be holding a second round of public information sessions as part of their activities leading up to the preparation of an Environmental Impact Statement for the proposed construction of a seasonal use tote road between Ross Bay Junction and Churchill Falls, Labrador.

These sessions are open to the public and interested groups and will provide opportunity to:

- -view descriptive project material,
- -express interests and/or concerns,
- -learn how the public can participate in the assessment procedure,
- -learn what environmental impact studies are being done.

Each information session will consist of an opportunity for the public to drop in and view descriptive material and to ask questions about the proposed project as well as to make their individual views on the project known to the proponent. These sessions will generally be followed by more formal sessions in the evening where members of the public or organized groups may make formal presentations of interest, inquiry or concern to a panel composed of the proponent and his consultants. Such presentations or statements may be made in writing or verbally or both.

The information sessions will be conducted in the following communities on the dates noted. The exact location of the sessions will be publicly announced one week prior to the session.

Dates and Locations of Information Sessions

Happy Valley-Goose Bay	Sept. 16	Labrador Room, District Vocational School. Afternoon session: 1-4 PM Evening session: 7-9PM
Sheshashui	Sept. 17	Afternoon, 1-4PM: Band Council Office Evening, 7-9PM: Peenamen Mackenzie School

North West River	Sept.18	Afternoon, 1-4PM: Basement of Municipal Building Evening, 7-9PM: Lake Melville School
Churchill Falls	Sept.19	Afternoon, 1-4PM: Churchill Falls Inn Evening, 7-9PM: Eric G. Lambert School
Lobstick	Sept. 20	Afternoon, 2-5PM: Camp site
Labrador City	Sept. 23	Afternoon, 1-4 PM: O´Brien Hall Evening, 7-9PM: O´Brien Hall
Wabush	Sept.24	Afternoon, 1-4PM: Sir Wilfred Grenfell Hotel Evening, 7-9PM: same as above
Mud Lake	Sept. 26	Evening, 7-9PM: Community Hall

For further information contact:
Labrador Environmental Services Ltd.
North West River, Tel.: 497-8386

Appendix 2
(Example)

Tshekuan tshe ishi-tutakant, meshkanau kaui tutakant nete ut Ross Bay tshetshi itamut kie nete ut Churchill Falls, Labrador.

Kassinu auen tshetshi uauitamamuakant:

Ntshe katat Dept. of Transportation nete ut tshi she utshimat Newfoundland kie Labrador tshika mamuitut nete utenaua, tshe uauitak nenu tshe ishi tutakanit atusseunu nenu meshkananu ka ui tuta kanit nte ut Ross Bay kie nete ut Churchill Falls, Labrador.

Kassinu auen tshika minanu tshetshi uauitak etentak:
Tshe tshi nas minu uauitamuakanit auentshe nenu atusseuna
Tshe tshi issishuets tshekuana etentak nenu atusseuna ua tutakanit.
Tshetshi tshi skutamatishut auen nenu eshi tutakant atusse unu tshetshi tshitshipantanit.
Tshetshi sentak auen nenu atusseunu takunit.

Auentshe kamamuitut ka itusseshit muk espish ui itutetau tshika ituteut nete uetshimau eiminanutshi. Tshietshe paushitshi 10AM-2PM tshi tshipananu kie katshi apitatshi- shikatshi 4PM-7PM eshukum tshishikau.

Apu tshiishikashunnanut ume ua natshi nitutaki auen.
Pishum kie Tante utenat tshe tshitshipananut ne mamuitunanut.

Happy Valley - Goose Bay- Epishinimiskueu 25 kie 26 Labrador Room, District Vocational School.
Mud Lake- Epishinmiskueu 27 Community Hall.
Sheshaatshui - Epishinimiskueu 28 Band Council Meshineikantshiuapit.
North West River - Uinesku Pishum 1 Tamitauakat Municipal Building.
Labrador City - Uinesku Pishum 4 kie 5 Labrador Mall.
Wabush - Uinesku Pishum 6 Wabush Plaza.
Churchill Falls - Uinesku Pishum 7 Churchill Falls Inn.

Etu ui minu nantussentamek ume ka ui uauitakanua meshkanau ua tutakant, nete Labrador Environmental Services Ltd., North West River, Tel.: 497-8386 tshe eimiek.

Appendix 2
(EXAMPLE)

NOTICE

ENVIRONMENTAL IMPACT ASSESSMENT ACTIVITIES FOR THE PROPOSED CONSTRUCTION OF A TOTE ROAD BETWEEN ROSS BAY JUNCTION AND CHURCHILL FALLS, LABRADOR.

PUBLIC INFORMATION SESSIONS (2nd round):

As previously announced the Department of Transportation of the Government of Newfoundland and Labrador will be holding a second round of public information sessions as part of their activities leading up to the preparation of an Environmental Impact Statement for the proposed construction of a seasonal use tote road between Ross Bay Junction and Churchill Falls, Labrador.

These sessions are open to the public and interested groups and will provide opportunity to:

-view descriptive project material,
-express interests and/or concerns,
-learn how the public can participate in the assessment procedure,
-learn what environmental impact studies are being done.

The information session in **Mud Lake** will take place on the **26th of September**. The session will take place between **4 and 8PM** in the **Community Hall**. The public can drop in and view descriptive material, make formal presentations, ask questions about the proposed project and generally make statements of interest, inquiry or concern to a panel composed of the proponent and his consultants. The proponent will have on hand information as to what environmental impact studies have been carried out to date. Such presentations or statements may be made in writing, verbally or both.

For further information contact:
Labrador Environmental Services Ltd.
North West River, Tel.: 497-8386

Appendix 2
(EXAMPLE)

TSHEKUAN TSHE ISHI-TUTAKANT KIE TSHE UAUITAKANT NE MESHKANU KA UI TUTAKANT NETE ROSS BAY JUNCTION KIE CHURCHILL FALLS, LABRADOR.

Ka uauitakant tshekuan (Nishuau Shash):

Shash ume peikuau tshi uauitakanu, ne meshkanau ka ui tutakant nete Ross Bay Junction kie Churchill Falls, ntshe katat nete Department of Transportation of the Government of Newfoundland and Labrador, minuat tshi ka tutamut tshetshi mamuitunanunit tshe tshi minu uauitakau nenu meshkananu kanantussentakanit tan tshe tutakuntshi nenu auenu-a kie aueshisha kie assinu tutakantshi ne meshkanau.

Kassinu auen kie ka mamuitut ntshe ka ituseshit uishamakanu tshetshi itutet nete uauitakantshi ne meshkanau kie tshi ka minanut tshetshi:

- minu tshitapatak nenu tshe ishi- tutakanit atuseunu,
- uauitakau etentak nenu atuseunu,
- tshiskutamatishut eishi-tutakanit mamuitunu, meshineikanu e-iapistakanit,
- tshi sentak tshekuanu shash ka nantussentakanit

Nete Sheshatshui, tshi ka mamuitunanu 17 etshistauakant Uskau Pishum. Tshi apitatshishikatshi 1 nuash 4 PM nete Band Council meshineikanitshiuapit. Eku auen ua itutet tshi ka takushinu kie tshi ka ka kuetshimu tshekuanu ua minu sentak kiemak tshekuanu ua minu uauitamakushit nen atuseunu tutakantshi. Eku utakussitshi nete Peenamin MacKenzie Ka tshiskutamatsheu-tshiuapit, tshi ka mamuitunanu 7 nuash 9 PM tepeikan. Ntshe ka mamuitut ka ituseshit tshi ka tutamut meshineikanu nenu tshekuanu ua uauitakau kiemak tshiam tshika ua uitamut uinuau e-eimit.

Etu ui minu nantussentameku ume ua mamuitunanut nete tshe eimiek:

Labrador Environmental Services Ltd.
North West River ume etistet ka eiminanut.: 497-8386

Appendix 2
(EXAMPLE)

NOTICE

ENVIRONMENTAL IMPACT ASSESSMENT ACTIVITIES FOR THE PROPOSED CONSTRUCTION OF A TOTE ROAD BETWEEN ROSS BAY JUNCTION AND CHURCHILL FALLS, LABRADOR.

PUBLIC INFORMATION SESSIONS (2nd round):

As previously announced the Department of Transportation of the Government of Newfoundland and Labrador will be holding a second round of public information sessions as part of their activities leading up to the preparation of an Environmental Impact Statement for the proposed construction of a seasonal use tote road between Ross Bay Junction and Churchill Falls, Labrador.

These sessions are open to the public and interested groups and will provide opportunity to:

-view descriptive project material,
-express interests and/or concerns,
-learn how the public can participate in the assessment procedure,
-learn what environmental impact studies are being done.

The information session in **Labrador City** will take place on the **23rd of September.** An afternoon session at the **O'Brien Hall** will be open from **1 to 4PM.** The public can drop in and view descriptive material and ask questions about the proposed project as well as make their individual views on the project known to the proponent. The proponent will have on hand information as to what environmental impact studies have been carried out to date. The evening sessions will be held in the **same location** between **7 and 9PM** and members of the public or organized groups may make **formal** presentations of interest, inquiry or concern to a panel composed of the proponent and his consultants. Such presentations or statements may be made in writing, verbally or both.

For further information contact:
Labrador Environmental Services Ltd.
North West River, Tel.: 497-8386

Appendix 2
(EXAMPLE)

LABRADOR ENVIRONMENTAL SERVICES LTD.
P.O. BOX 39, NORTH WEST RIVER,
LABRADOR, NEWFOUNDLAND, AOP IMO

Aout 19, 1985.

Joseph Juanish,
Naskapi Band Chief,
Schefferville, Quebec.
JOJ 2TO

Concernant: Un etude de l´impact environmental de la route de la jonction de Ross Bay aux Chutes de Churchill, Labrador, Newfoundland.

Cher Chief Juanish,

Cette lettre vous averterir d´une deuxieme reunion organisee par le Department de Transport du Government de Terre Neuve et Labrador et concernant l´etude de l´impacte environmental de la route de la jonction Ross Bay aux Chutes de Churchill.

Selon l´acte de l´etude de l´Impacte Environmental, le Department des Environs exige ces reunions dans chaque communante dans Terre Neuve et Labrador qui soit concerne par la route proposee.

Ces reunions consistera d´abord d´un cours de renseignements l´apres midi pendent lequal la publique peut examiner des materiaux descriptifs concernant le projet et l´etude, suivi par un cours le soir ou on pent exprimer plus precisement ses questions et ses concernes. Ces commentaires seront acceptees on ecritas ou orales. Mes employees seront disponibles pour repondre aux questions et pour donner des renseignements.

Ce deuxiemme cours d´information est proposee pour Septembre 23 en Labrador City et en Septembre 24 en Wabush. La location n´a pas encore ete determinee mais on l´annoncera a cette date. On vous invite de venir voir les renseignements disponibles quand il vous convenient. Ceci s´applique a votre conseil aussi.

Le department de Transport a embauche les Services Environmentales de Labrador Ltee. pour presenter ces deuxieme cours et si vous avez des questions immediates, veuillez contacter M. Bruce Boles (apres Septembre 3) a son bureau a North West River (tel. 497-8386) et il porra vous assister.

Comme alternatif, vous pouvez contacter M. Roger Pottle, directeur de l´etude de l´impacte environmentale (tel. 576-3637).

On attendra vos commentaires a ces cours. A bientot

Bruce K. Boles
President.

Appendix 2
(EXAMPLE)

LABRADOR ENVIRONMENTAL SERVICES LTD.
P.O. BOX 39, NORTH WEST RIVER,
LABRADOR, NEWFOUNDLAND, AOP IMO

le 7 fevrier,1985

Gaston Mackenzie (418-842-0277)
President, Counseil Attikamek-Montagnais
Centre Administratif
boul. Bastien, village des Hurons, Quebec
GOA 4VO

Concernant: Un etude de l´impact environmental de la route de la jonction de Ross Bay aux Chutes de Churchill, Labrador.

Cher monsieur Mackenzie,

Cette lettre vous averterir des cours de renseignements pour le publique prevus pour le 4 an 6 mars,1985 a la ville de Labardor City et a Wabush in Labrador. Selon l´acte de l´evaluation environmentale de Terre Neuve, le Departement de Transport du Government de Terre Neuve et Labrador demande aux initiateurs d´un project de faire communiquer a la publique et aux groupes interesses des renseignements generales (par example la location et le but du projet) et de repondre aux concernes de la publique.

A ces cours d´informations, des employes du departement et des experts environmentals seront desponibles pour expliquer et discriter les details du projet avec les citoyens et les groups qui s´y interessant.

On vous invite de venir a n´importe quel jour qui vous est convenables. Les employes essayeront de vous donner une description du projet propose et des renseignements concernant les etudes environmentales qui se passent et la manierre dont la publique pourra participer. Ils accepteront aussi vos commentaires a propos du projet.

Les Services Environmentales de Labrador Limitee a ete embauche pour presenter ces reunions de renseignments sur le part du Departement de Transport. Au cas ou vous avez des questions immediates, veuillez ne contacter a mon bureau (tel.:709-497-8386) ou chez moi (709-497-8594).

Je vous pre d´accepter l´expression de mes sentiments les meilleurs.

Bruce K. Boles
President

Appendix 2

Listing of the resource people available at the Public Information and Participation sessions.

Round 1

R. Pottle, Director of the EIA for the proponent,
D. Matthews, District Highways Engineer, Labrador,
B. Boles. President, Labrador Environmental Services Ltd.,
S. Nuna, Information officer, LES Ltd.,
P. Lough, Information Officer, LES Ltd.,
A. Nuna, Innueimun translator, LES Ltd. (Sheshatshui only).

Round 2

T. Beckett, Director of Planning and Research for the proponent,
R. Pottle, Director of the EIA for the proponent,
D. Matthews, District Highways Engineer, Labrador,
B. Boles, President, Labrador Environmental Services Ltd.,
S. Nuna, Information Officer, LES Ltd. (Sheshatshui only),
A. Nuna, Innueimun translator, LES Ltd. (Sheshatshui only),
D. Knight, President, D. W. Knight and Associates Ltd.,
T. Houlihan, EIS project manager for Delcan Ltd.,
P. Dupuis, French-English translator (Labrador City and Wabush only).

Note: All resource people did not necessarily attend every information session.

Appendix 4

Happy Valley - Goose Bay

Public questions and queries and proponent's replies:

(Combined from both rounds)

1. Q. The preference for the alternate route was indicated by two persons attending the session.

   A. The proposed route is preferred because of factors of distance and associated construction and maintenance costs as well as the long term costs to the travelling public. The proposed route meets the standards of the long range plan for the Trans Labrador Highway.

2. Q. It was questioned whether the existing road from Esker to Churchill Falls required upgrading as part of the alternate project.

   A. This road requires upgrading in order to bring it to a geometric standard consistent with the rest of the system westward (and eventually eastward), that is a RCU 80 standard.

3. Q. The aspect of proposed seasonal maintenance, and therefore use of the road, was questioned in that there was a decided interest in year-round operation.

   A. Year-round maintenance, particularly snow removal, would be beyond the fiscal resources of the Department of Transportation..

4. Q. A concern was raised that the environmental assessment of the project was hindering progress on the road and delaying the economic spin-off benefits.

   A. The proponent is bound to follow the environmental assessment process because it is provincial government policy and provincial law.

5. Q. The proponent was questioned as to what consideration had been given to an electric railway, as opposed to a highway.

   A. It was determined in a preliminary study by DelCan in 1980 that the cost of constructing a railroad (excluding rolling stock) would be in the order of 1.2 billion dollars. This would far exceed the costs of the tote road by a factor of 10. IOC and Wabush Mines would have to guarantee a minimum of 20 million tons of ore shipped on this route annually in order to make a railroad financially feasible. Because of the existence and suitability of their current facilities IOC and Wabush Mines are not interested in such a route.

Appendix 4

Mud Lake

Public questions and queries and proponent's replies:

(Combined from both rounds)

1. Q. The point was made that Mud Lake should be included as a separate entity in the Socio-economic Study of the impact of the proposed project.

   A. Mud Lake is included as a separate community in the Socio-economic Study.

2. Q. The concern was raised that public hearings should not delay the project.

   A. The decision on whether or not there will be public hearings is the perogative of the Minister of Environment and not within the proponent's purview.

3. Q. The concern was raised that there appears to be a conflict of interest in having a provincial government department (Wildlife Division) do the Wildlife Study.

   A. The Wildlife Study report has been prepared by Dr. John Theberge and Guy St. Martin of the University of Waterloo. The Wildlife Division is only carrying out the aerial reconnaissance work of monitoring the movements of caribou on behalf of Theberge and St. Martin. This is not viewed as a conflict of interest because all interpretation and analysis of data remains with Theberge and St. Martin who are independent agents.

4. Q. The concern was raised that the cost-benefit ratio of the project will be high unless the existing Churchill Falls to Happy Valley - Goose Bay roadway is substantially upgraded to attract a through flow of traffic.

   A. The cost of constructing the proposed project is high; however, there are a number of substantial benefits. The proposed project is the first step in having a high quality road connection between Labrador West and Labrador East. The road will assist in reducing the isolation felt by Labrador West residents. Upgrading of the portion of road between Churchill Falls and Happy Valley - Goose Bay would likely be the next step in the over-all project. Work is currently underway on this roadway in replacing and upgrading several bridges.

5. Q. A concern was raised that the costs of winter maintenance might outweigh the benefits of the project.

   A. The proponent does not propose to carry out winter

maintenance of the road for the present.

6. Q. Where will the maintenance budget come from and will it be adequate?

   A. The maintenance budget will come from the Department of Transportation's annual budget allotment and it will be adequate to seasonally maintain the road to meet departmental standards.

7. Q. Electric railways were considered, by some citizens, to be more appropriate and they would like to know what consideration was given to this mode of transport in comparison with a road system across Labrador.

   A. See reply to Happy Valley-Goose Bay question #5.

8. Q. How will the road affect C.N. Marine transportation in the region?

   A. Information collected to date through the environmental impact studies indicates that the tote road will not affect C.N. Marine transportation subsidy patterns in

Appendix 4

Sheshatshui

Public questions and queries and proponents replies:

(Combined from both rounds)

1. Q. The tote road will result in other developments.

   A. Other development is likely to result from the access provided by the proposed road. It is expected that such development will be services primarily oriented to support tourism activities. Such developments will provide economic opportunity to Innu and others in the region if they choose to avail of the opportunities.

2. Q. The influx of people will discriminate against Innu and compete for resources.

   A. None of the component studies, undertaken for the proponent, show evidence there will be discrimination against the Innu by tourists or other persons due to the proposed project. With the opening up of the road there will be some increase in sports fishing and small game hunting by both tourists and local people as well as some new trapping activities in the project area. The Native Resource Use Study identifies a perceived negative impact by the Innu in these areas.

3. Q. Innu have a small voice in matters that greatly affect their lives.

   A. The Environmental Impact Assessment process gives the Innu full opportunity to voice their views on the proposed road, along with any other interested group or individuals.

4. Q. The Naskapi-Montagnais Innu Association wants public hearings to be held on the proposed tote road project.

   A. It is beyond the powers or responsibilities of the proponent to decide if hearings are necessary or if they will take place. This power and responsibility lies with the Minister of Environment as prescribed in the Environmental Assessment Act (1980) and the regulations.

5. Q. No development should occur until Innu leaders are consulted.

   A. The public information sessions and meetings provide opportunity for Innu leaders to be consulted by the proponent. As well, Innu leaders have various other options of consultation open to them with either the Minister of Environment or other provincial government agencies and departments.

6. Q. No work on the project (including survey work) should have been done until public consultation was completed.

   A. The environmental assessment process does not prevent the proponent from undertaking the field route survey work on the proposed tote road. The survey work was necessary in order to clearly locate and describe the proposed project.

7. Q. Will the provincial government be pressured into completing the the road because of the money already spent, despite environmental or public concerns?

   A. The Environmental Impact Assessment process will determine whether or not the proposed project will proceed. The Minister of Environment will weigh the environmental and public interest and concern and make a decision on whether or not the project can proceed.

8. Q. The Socio-economic Study is narrow and deficient in its Terms of Reference because it does not include the full factor or scope of land claims made by the Innu.

   A. Innu land claims are a political issue and as a result were not included in the Terms of Reference.

9. Q. The Socio-economic Study will not consider land claims.

   A. That is correct.

10. Q. If there are public hearings, land claims cannot be discussed.

    A. Whether or not land claim issues raised by the Innu would be considered in an environmental assessment hearing on the proposed project would be a matter to be decided by the Minister of Environment in his Terms of Reference to the hearing Board. It is a matter which is beyond the control of the proponent.

11. Q. What happens to Innu issues if the road is built?

    A. Innu issues within the Terms of Reference of the Environmental Impact Statement will be considered prior to any construction of the proposed project.

12. Q. Concern was expressed about the possible loss of access to the Lobstick fishery development if the proposed project was built.

    A. CFL Co. has indicated to the proponent that they intend to maintain the Esker Road as long as the proposed tote road is a seasonal operation. CFL Co. has also

indicated that even with the proposed route as a year round operation, they expect to maintain the roadway to Lobstick in the summer and fall, so as to ensure maintenance access to their own facilities and structures.

13. Q. The Innu will not benefit from employment on the road.

    A. Innu can benefit from employment on the road construction and from spin-off developments if they choose to pursue such opportunities.

14. Q. Many Innu will not benefit from the road because they do not have venicles.

    A. The Innu can benefit from the road througn:

        1) the availability of a Trans Canada freight connection for a Lobstick commercial fishery.
        2) the availability of a road connection to the Quebec North Shore and other Innu communities.
        3) individual use of the road by Innu who do own vehicles.

15. Q. Socially and economically, the project is beneficial to whites, detrimental to Innu.

    A. Socially and economically the proposed tote road can be beneficial to the Innu if they choose to pursue social and economic opportunities resulting from the road. Some conflict with Innu land harvesting patterns may occur.

16. Q. The Socio-economic Study must recognize that two cultures have an interest in the project.

    A. The Socio-economic and Native Resource Use Studies pay particular attention to this point.

17. Q. The Innu feel that the road will destroy their culture.

    A. The Native Resource Use Study and the Socio-economic Study do not conclude this.

18. Q. The government will be committing ethnocide and genocide by building the road.

    A. The Native Resourse Use Study and the Socio-economic Study do not conclude this.

19. Q. Social problems will increase; also discrimination, alcohol problems and sexual abuse.

    A. The Socio-ecomomic Study does not concur with this view.

20. Q. Restriction against harvesting resources in the project area would be placed on the Innu.

    A. The proponent does not expect a change in emphasis of Federal or Provincial wildlife and fisheries management regulations due to road construction.

21. Q. Overhunting will occur. Hunting should be restricted within 15 miles of the road.

    A. The question of possible overhunting has been examined as part of the Wildlife and Native Resource Use Studies. Caribou hunting is not currently permitted in the project area. The Wildlife Study does not indicate that there will be any significant negative impact on wildlife from overhunting, other than possible illegal hunting of caribou in the project area.

22. Q. Fishing should be restricted within 10-15 miles of the road.

    A. The Aquatic Study does not indicate this.

23. Q. Wildlife and fisheries enforcement staff should be in place before the road is built.

    A. The decision to add staff is up to the appropriate resource management agency.

24. Q. Road construction will damage land and wildlife, and will block streams.

    A. Part of the purpose of the Wildlife and Aquatic Studies is to identify potential problem areas and to recommend environmentally acceptable practices and monitoring (if necessary) to ensure that such damage is minimal. Results of the Wildlife, Aquatic and Bio-physical Studies point out no major negative impacts on wildlife and fish resources as a result of proposed construction techniques.

25. Q. Vehicles will kill a lot of animals on the road.

    A. The Wildlife Study consultants see no major negative impacts on wildlife populations due to road kills.

26. Q. The land for the road is the key to the well being of the Innu.

    A. The Native Resource Use Study recognizes this point.

27. Q. Who owns the land - the Crown or the Innu?

    A. It is beyond the proponent's capability to answer this

question. It is also beyond the proponents authority or mandate to recognize claims to land which are not recognized in the courts or legislature of the province.

28. Q. What if the Innu want reparation for the land?

A. The proponent cannot answer this question but suggests that should the Innu wish reparation for a claim to land in the project area that they direct their enquiry to the political levels of the Provincial Government.

29. Q. The Newfoundland Government should not make a decision about the road until land claims are settled.

A. The decision to establish or not establish the project prior to a settlement of land claims by the Innu is beyond the mandate of the proponent and the Terms of Reference. Such a view and claim should be made to the political levels of government and the Minister of Environment.

30. Q. Construction of the road will result in pollution of the area.

A. The Environmental Impact Statement will address the question of possible pollution from the project and recommend appropriate mitigative measures where they are required. Information collected and analyzed by component study consultants at this stage shows no major pollution problems due to construction or operation of the proposed road.

31. Q. Campers and other woods travellers using the road may start forest fires and damage natural resources in the area.

A. Yes, it is possible that such events will occur. Component studies will address this question and recommend appropriate mitigative measures where possible. Component study results recognize this possibility; however, it is not viewed as a major negative impact.

Appendix 4

North West River
Public questions and proponents replies:

(Combined from both rounds)

1. Q. It is an expensive road to build for 3-4 months a year of use.

   A. The construction cost of $300,000 per kilometre is not excessive for a seasonal road since this section is an integral link in the overall Trans Labrador Highway. Many positive benefits to the residents of Labrador will arise due to this project.

2. Q. Is there a military purpose for the road?

   A. Not to our knowledge,.

3. Q. What effect would the road have on the caribou in the area?

   A. The Wildlife Study will address the impact of the proposed road on caribou and the mitigation that may be necessary to minimize potential negative impacts. The consultant´s findings conclude the most significant negative impact on the Lac Joseph Caribou Herd would be increased illegal hunting.

4. Q. Would there be hunting restrictions?

   A. Restrictions on the hunting of caribou are already in place in the area.

5. Q. When would it become an all-season road?

   A. The Department of Transportation has no current plans to make this road an all season road.

6. Q. What would happen to the established business located on the alternate route if the proposed route is chosen.

   A. Lobstick Lodge has located on its own initiative on a private road and therefore is not the Department of Transportation´s responsibility. CFL Co. has indicated that they will still be maintaining the Esker Road for summer travel even with the proposed tote road in operation therefore Lobstick Lodge should not be isolated from a road system over which potential business might access the lodge.

7. Q. Why is a road proposed instead of a railway?

   A. See reply to Happy Valley-Goose Bay question #5.

8. Q. What about Native issues and land claims relative to the proposed project?

   A. Native issues are being addressed in the Native Resource Use Study and the Socio-economic Study. Although a Native land claim is identified as being an important issue to the Innu, it is a political question which goes beyond the Department of Transportation's mandate, and as such, the proponent will not address this matter in the Environmental Impact Statement or any of the component studies.

Appendix 4

Labrador City and Wabush
Public questions and proponent's replies:

(Combined from both rounds)

1. Q. Why can work not start in 1985?

   A. Work cannot commence on the proposed road in 1985 as the Environmental Impact Assessment Act requires the proponent to complete the various environmental studies to the satisfaction of the Minister of Environment prior to construction.

2. Q. The road will benefit western Labrador, but Native rights must be recognized.

   A. The proponent agrees that the road will significantly benefit western Labrador. The question of Native rights is beyond the Terms of Reference for the project and is a political matter, therefore it should be referred to the political arm of government.

3. Q. The Environmental Assessment Process will listen to Native people more than others.

   A. The Environmental Assessment Process is designed to consider the views of all people.

4. Q. Newfoundland and Labrador and Happy Valley - Goose Bay should benefit from the travel instead of Quebec.

   A. Happy Valley - Goose Bay and the province as a whole will benefit from the proposed project and the resultant increased travel.

5. Q. The proposed route is shorter and cheaper to construct and to travel but, the alternate route would also benefit Schefferville.

   A. Yes, preliminary engineering assessment shows the proposed route to be the least expensive. As there is no road connection between Schefferville and the Esker Road, a distance of approximately 96 km, there would be very limited benefit to Schefferville.

6. Q. Why has so much money been budgeted to upgrade the Esker Road when it is already well maintained.

   A. The Esker Road would require an expenditure of approximately $100,000 per kilometre to upgrade it to the same geometric standard (RCU 80) as the Wabush to Ross Bay Junction section.

7. Q. Truck owners need road work this year (1985) to remain

solvent.

A. The Department of Transportation let a contract from kilometre 0-6 in 1985. The proponent notes the stated concern.

8. Q. What jobs will be created by the project?

A. The direct jobs that will be created from construction of the project is estimated to total 260 over 7 years.

For summer maintenance purposes permanent depots will be established at Ross Bay Junction (km 68) and at km 174 on the proposed route or km 157 on the alternate route. Each depot would employ on a seasonal basis about 12 persons. Winter maintenance, if applicable, would require the establishment of an additional depot at km 138, on the proposed route, or km 110 on the alternate route. Construction of the proposed route would result in 24 seasonal jobs for maintenance purposes.

9. Q. It is a lot of money to spend in relation to the use and benefits.

A. See answer to question #1 in North West River section.

10. Q. The government should investigate the development of new mining areas.

A. The proposed project will open some areas to mineral exploration and the proponent therefore expects increased exploration by government or the private sector to be a likely development.

11. Q. Environmental protection is unnecessary and is delaying construction.

A. The proponent is bound by the Environmental Assessment Act to prepare an Environmental Impact Statement.

12. Q. Wetlands hydrology must be protected.

A. This concern is being addressed in the Environmental Impact Statement. Preliminary findings show no major negative impacts from the proposed project on wetlands hydrology.

13. Q. Fish passageways must be protected.

A. This concern is being addressed in the Environmental Impact Statement. The Aquatic Study shows no major potential problems with fish passage based on existing information and the field research carried out.

14. Q. Construction might be delayed 5-6 years if there is no work this year.

A. The proponent feels that construction can start on the proposed project in 1986 if the Environmental Impact Statement is acceptable to the Minister of Environment.

Appendix 4

Churchill Falls
Public questions and proponent's replies:

(Combined from both rounds)

1. Q. Why does the proposed tote road not follow the alternate route.

   A. The alternate route from Ross Bay Junction to Churchill Falls is considerably longer than the proposed route and will require greater capital investment to construct and be more costly to maintain. User costs would be substantially higher along the alternate route as opposed to the proposed route.

2. Q. Why should there be a tote road project at all since some individuals think that it will have disastrous effects on fish and wildlife populations.

   A. The proponent has undertaken component studies on aquatics and wildlife. There are no impacts that cannot be mitigated by normal measures.

3. Q. CFL Co. concerns about their structures and systems should be a factor in the tote road designs.

   A. The proponent agrees and is, and will continue to, liase with CFL Co. in the design of the tote road in the vicinity of CFL Co. structures.

4. Q. The influx of people will decimate fish and wildlife resources.

   A. The proponent has examined this possibility in its various component studies and there is no evidence that a massive influx of people will occur. (See also response to Question #2 immediatly above.)

5. Q. Fish and wildlife harvesting regulations should be revised before construction. Local people should be consulted on how the regulations should be revised.

   A. The proponent has examined the need for a change in regulations and will comment on this point in its Environmental Impact Statement. It is expected however, that in general, Federal and Provincial hunting and fishing regulations will apply to the area.

6. Q. The Socio-economic Study should define, examine and weigh the factors that would change the current lifestyle of residents of Churchill Falls (regarding the provision and economics of services: fuel, food, accomodation and recreation) with the presence of the proposed tote road.

A. The Socio-economic Study has examined this question. Information to date reveals that there should be no major impacts on the residents of Churchill Falls.

Appendix 5-16

Statements and Presentations Made For the Record

All major verbal and all written presentations and statements made to the proponent's representatives at the public information and participation sessions are included herein.

Appendix 5

Verbal presentation made by H. Brett on behalf of the Town Council of Happy Valley - Goose Bay and the Joint Councils of Labrador.

(Edited for printing). Sept. 16, 1985.

First, I would like to congratulate Mr. Houlihan for his fine presentation. It is nice to get these facts together for consideration. Is a copy of his presentation available for the Joint Councils meeting next week? There are a lot of facts and figures in the reports. I think this is good. The historical facts are on the record but some of my comments will do with the futuristic ideas. I think that we have been more optimistic in our discussions (than in the reports).

The first point is the 8000 tourist trips per year. We have talked about 100,000 trips per year. I do not know how much analysis was done of the 25 million Canadians or the 250 million Americans that are out there. In particular with reference to Goose Bay, which had 7000 Americans a year for almost 25 years. There were therefore a lot of Americans that were born here. We have found a lot of interest by these individuals in returning for a visit if they do not have to fly in here.

We view the development as the Trans Labrador Highway and not a tote road. We feel that if we can sell a product known as the Great Canadian Circle then there is a great (tourist) potential. We would like to see the socio-economic study look at the potential number of trips more optimistically. This is based on a possibility of developing a highway system that will go through Quebec and Labrador and on to the Strait of Belle Isle and Sept Isle and the Northern Peninsula and on across the Island into the Maritimes. These are two circle routes. We feel that properly marketed these circles will create a possible 100 million dollar industry. This figure is based on 100,000 tourist each spending 1000 dollars in these circles. I do not know how much investigation goes into these studies but there are a great number of people now using circle routes for their holidays. This type of adventure with the great hydro electric plant at Churchill Falls and the historical developments of Red Bay and Lance-aux-Meadows can attract a lot of tourists. I understand that Red Bay has gone from 3000 to 12000 tourists over the last 3 three years. I would like to see all these potentials highlighted a little bit more in the impact studies.

As far as the routing is concerned I hope that the routing chosen will be the one that best suits the travelling public and does least harm to the environment.

I would like to ask another question in particular with the Esker Road. I question the assumption that the Esker Road

will be maintained if the proposed route is adopted. The government certainly won't keep it open and why would CFL Co. keep it open if they could use the other route to Ross Bay Junction? I think the onus will be on the province to keep the Esker Road open because over 100 people have cabins out the Esker Road and they will lobby strongly to have that road kept open. Also, has there been any discussion with Schefferville, because from what I understand,there is a road within 6 miles of the Esker Road which could be made into a through road connection if the Esker route is chosen. I think the people of Schefferville would want to be part of a highway system and if we go the proposed route then they will be left out.

Thank you.

Appendix 6

Febuary 28,1985, Sheshatshui.

Greg Penashue, President, Naskapi Montagnais Innu Association concerns as given verbally :

1. The road development will encourage other developments, there by creating pressures on the Innu and restricting their ability to live in the country in the future.

2. The road will bring in people from the rest of Canada who will compete for the resources and practice discrimination towards the Innu.

3. The Innu are such a small population that their voice has no effect on the discussion but the development projects like this road affect them a lot.

4. Mike Rigby, Dept. of Environment, should come and see them (N.M.I.A.).

5. Public hearings should take place so that the government can hear the Innu position publicly before they make a decision to let the project proceed.

6. White society wants development but doesn´t listen or care about what the Innu want.

Appendix 7

Ben Michel, Charlie Andrew and Matthew Pone:
(Question and answer session.) Febuary 28,1978.

Ben Michel (in discussion with R. Pottle and B. Boles).

Ben: How much of the (environmental) studies have been done?
Roger: None.
Ben: Will the road be built while the studies are going on?
Roger: Not unless someone makes that decision.
Ben: Hasn't the road already been surveyed?
Roger: There is a survey line to km 103, then there is a break, and kilometres 175 - 155 have also been surveyed.
Ben: How much money has been spent on surveying the route?
Roger: The federal government has spent nothing. As for the provincial government, that is a good question.
Ben: I wonder how much has been spent. It would be wasted if the road was halted.
Roger: The Environmental Assessment Act doesn't prohibit a survey.
Ben: The government will be pressured (to continue with the tote road project) despite possible environmental damage, because money has already been spent.
Roger: I would just be guessing, but it would probably run something like $10,000 per kilometre (for the survey line).
Ben: The provincial government will be putting money into the hearing process as well as the survey. Will the government be able to substantiate (defend) the spending if public pressure and environmental damage mean the road won't be built? The province is putting the cart before the horse. Let's say that I, as a member of the mass public don't want the road to be built. I question the government as to (the wisdom of) putting money into the survey, what is the projected cost of the road actually being built. How much will it hurt me, my taxes? I ask the public question, "Why have they done what they've done without coming to me, the public?" People will be confused, as I might be if I didn't have the knowledge . Maybe we should have tried earlier to stop this. The road will go ahead no matter what I say, because too much has gone into it.
Roger: The government made a decision. The Department of Transportation as the proponent made a decision. They believed in this particular route, and had the right to put a survey line in place.
Ben: I'm saying you shouldn't do survey work on either route until the people (the public) who question the public (?government) purse have been consulted.
Roger: The government felt it was money well spent to know how many structures such as bridges are needed. We would lose construction time otherwise.
Ben: The province will lose more funds when land claims are settled. These lands are a cloudy issue. What if the native people want reparation? Bruce, tell us how long the rope is that ties your hands not to introduce land claims into the

discussion during this process?
Bruce: First, let me say that no one ties my hands. Second, I'd like to talk about the process. First, the project must be registered with the Minister of the Environment, who decides if the project needs an environmental assessment or not. Part of the assessment is the environmental impact statement. As part of the statement the proponent must describe the project including the route, gravel pits, appearance, etc. and do engineering tests. The survey lines show where the route is so that the various tests and designs can be made and the environmental studies done in relation to where the ACTUAL route is. The proponent must say what and where the project is before it can be assessed. I would say that the money spent on the survey line is less than a million dollars. The total cost of the proposed tote road would be almost fifty million dollars. That means it costs about 2% to prepare for the construction by doing the survey and designs for it. After the environmental impact statement is finished, the Minister recommends to the Cabinet whether or not he thinks the project should proceed. Money must be spent up front before a decision can be made. The money must be spent to get the information upon which to base the decision.
Ben: Those are procedural rules. People believe that because of the Churchill Falls road, the cultural value of the Innu people has been lost. Does the tote road assessment or any industrial development take that into consideration?
Bruce: The socio-economic study and native land use study for the tote road environmental impact statement will look at this question.
Ben: You're dealing with two cultures: Innu and white. In the social economic impact, there is the social part and the economic part. It's detrimental to the natives, beneficial to the whites. It's one-sided.
Bruce: The studies will take that into account.
Ben: I'm criticizing the manner in which it's done. How much can you deal with land claims? How many ethnocidal violations, how many genocidal violations will be created by the road? Your hands are tied.
Bruce: I can't say anything about land claims because I have no authority and anything I say on the subject and the tote road would be valueless. The discussion of land claims is a discussion between the Innu and the political representatives, but individuals and organizations can come and make a comment at these sessions, and those comments are recorded.
Ben: I want it recorded. The uranium hearings were similar to this. (Then it was also said) "Leave it to the politicians."
Roger: These are not hearings but public information sessions.
Ben: I want whatever I say here to be public.
Bruce: (Showing the terms of reference for the tote road E.I.S.) These terms of reference were prepared by the proponent and approved by the Dept. of Environment before the

Dept. of Transportation could begin work. Part of the process is these public information sessions. These are the rules, arrived at by public and Dept. of Environment discussion with DOT and they are now the "rules" of the game. They state what studies will be done, how they will be done and how they will be reported and how the environmental impact statement will be prepared to reflect the results of the studies. Concerns raised at the public information sessions are recorded and a summary is included in the report. The proponent is required to respond to the concerns raised at these present information sessions at the round of September sessions. Concerns from the September sessions will be responded to in the final report.

Ben: I'm glad it (the terms of reference) says that. As an individual I am concerned about the cultural values, political values, social evolution and integrity of my people. Our land claims are to be settled at some time. I want this to be recorded so that when hearings occur, in the final stage, it is recognized by the provincial and federal governments that they're destroying one culture, one race. As broad as the procedural rules are at this stage, I'm privileged to make such a record. If they build the road the government is committing genocide, ethnocide. It is not a real estate transaction. This (land) is the key to social well being of my people, culturally, socially, politically and economically. A lot of people will differ with my ideology, but people here are suffering those malices of a superior or predominant society encroaching on the rights of my people. The land one is dealing with here is a clouded issue and (development) should not be done until leaders of Sheshatshui, Davis Inlet, Schefferville, and Sept Isles, and the north shore communities are consulted under principles of cultural evolution.

Bruce: I want to be clear you understand the way hearings might or might not happen. The process is illustrated here on this graphic. There is no rule that there will be hearings. During the preparation of the Environmental Impact Statement the Minister of the Environment, due to public concern that he deemed sufficient, would make a decision if there are to be hearings. The regulations say that he will consider doing this in cases where strong public interest is indicated. The information at these hearings will also be made public.

Ben: The optional words are "strong public interest, maybe." We shall see what happens and if the province cares about native peoples as the province has so proudly advocated so many times, if there is just one side, the native side ,which says, "No" to the tote road. I want the Minister to know that I will address this subject further at the hearings. I'm not hiding anything from the Minister, and I don't want him to hide anything from me.

Bruce: We are hear to listen to the concerns of citizens and groups about the road, pro and con.

Ben: It's a very important instrument what you're doing, and what Adrian Tanner and Peter Armatage are doing. I'll say

the same things to the two anthropologists. I want the public to be totally aware of the two cultures. Is the more dominant one going to succeed? These basic fundamental questions have to be raised with the Minister. The issue is political. On one side the whites, and we hear not a squeak. The other cultural group (the Innu) has a vested interest in the interior of the territory. The Premier keeps referring to Innu people at the First Ministers' conference. Premier Peckford said about the Innu that they don't recognized the Newfoundland government. I didn't expect him to make an honest political statement about it. I hope he and his ministers don't approve anything until land claims are settled. I don't use the term the same as the federal government. It's a political transaction, not a real estate transaction. It concerns the nationalism of the Innu people. It concerns genocide and ethnocide. I wish there was (a way) easier than dealing with politics, but there's no other way. I value my culture as much as a Newfoundlander values his. People will have to confront the government on political matters. The government will have to deal with it on the political level, not camouflaged as this is. It's bleak for the Innu even if the hearings do come. I'm not against development but want a pace my people can understand and adapt to. First we want political automony so we can have a say in the interior. That is our life, our very existence. People are going to destroy it because they don't care about us. We are small and racially discriminated against. That's all I have to say. Thank you for the privilege.
Roger: Listening to people is what this process is about.
Bruce: We have a translator available, if anyone wants to make any other statements in Innu.

Ben chose to speak off the record on several issues related to other developments and environmental damage that he thought had occurred in these developments. Bruce declined to have his comments off the record.

Bruce: We don't know about wildlife abuse on the Churchill Falls road because no impact assessment was done. This project is being done properly. We will know in 10 years what impact the road will have on wildlife, people,etc. There was no environmental impact assessment done on the Smallwood Reservoir, or the Churchill Falls road.
Bruce: As a biologist I would say, the damage of the survey line of a 1 metre or so cut from the bush is insignificant and the line lets the engineers know what is needed. The damage is little, inconsequential. Between the time of the survey and road construction is this assessment process which ends up formulating a decision based on facts, figures, politics, funding, etc. This survey line has to be cut before the decision is made, before the road is built.
Bruce: As a member of the Mokami Development Association I am involved with the Mokami Trail. We had to register with the Department of the Environment. We had to find out

whether the skidoo trail would have any impact on possible archaelogical sites. We had to hire an archaeologist who walked the route flagged through the woods. If the trail were to be upgraded to a road, it would have become a new project which would have to be registered. The Minister would have to decide if an environmental impact statement was needed. I guess he would. It's the same process as this. A road to Makkovik, a road to the Straits, a Brinex mine: they would all have to go through the same process.

Ben: What happened to Brinex was the market was low. It was controversial after the accident at Three Mile Island. It wasn't stopped because the people didn't want it.

Bruce: It was stated by the Premier that it was rejected because of a lack of certain environmental safeguards.

Appendix 8

Verbal statement by Sebastien Penunsi, Sheshatshui (as translated by Ann Nuna):

February 28, 1985.

Sebastien: As an Innu, I don't know how I'm going to use the tote road. A lot of Innu people in Sheshashui don't have cars or trucks and the road won't be of any use to people here. It will only be used by the other culture - the whites. The Innu from the Quebec North Shore, Sheshatshui, and Davis Inlet are using the land where the road will be built, to go into the country for hunting, trapping, and fishing. When the road was built from Goose Bay to Sheshatshui, the Innu needed permits to cut wood (within 330 feet of the road) and to carry guns (firearms certificate), and a permit to hunt small game. The same thing will happen on the new road.

I am concerned about other people coming in (tourists). They will look at me as a stranger. They won't know who I am or what I am. There will be many social problems - girls taken in cars, etc., sexual abuse in a social context.

The road is going to cause a lot of damage to wildlife and land just like the other developments did, e.g. the Churchill Falls Hydro project. I don't like the idea of a road being built. It's of no use to me. I don't know what I will do with it. Even if there is no road, I can go anywhere I want to go. I don't need a road to go where I want to go.

(At this point, Ben Michel took over the translation for Sebastien Penunsi.)

Sebastien: I was born in the Mealy Mountains. The government says that land belongs to them. I want to go hunting there, but the government says, "No way."

I won't get any economic benefit from the road because I've never gone to school or got a trade. If someone asks me to drive a tractor, I won't know how to start it. If someone asked me to dig a hole, it would be with a machine. I don't speak English. If I'm asked to survey the road, I won't know how to do it.

If we said, "Yes," to the road, we'd only be allowing our culture to be destroyed, and we'd be helpless. Take the Churchill Falls project for example. There are no Innu working there. It just damaged the land of the Innu people.

Bruce: Thank you for your comments. We will be back in September with more information about the studies.

At this point, Sebastien Nuna explained the component study information posters.

Ben: After these meetings, when do you finish the report?
Roger: It will be 3 months until it's released.
Bruce: We have another session, which will answer comments and concerns brought out in these sessions. The final reports of the studies should be finished in November. All reports will be included in the Environmental Impact Statement which should be ready later, probably in January.

Roger: The component studies can be released immediately after they're completed. After the E.I.S. is completed, the Minister announces it within 10 days of receipt. There are 50 copies which are available to interest groups.

Bruce: The E.I.S. are usually placed in public places, eg. libraries.

Ben: In response to the particular questions I raised,if the majority of people, as opposed to the Innu people agree the tote road should go ahead, what happens to the issues of the Innu people? Will they be shelved? Is this going to be made public? ...before the second part of the process?

Roger: Yes, and the decision will be made public.

Bruce: After these sessions, I will prepare an interim report for the proponent, including concerns that need to be addressed in September. The proponent will have answers to some questions, but possibly not all. From September, I will go back and write a second report.

Ben: At the hearings, if there are hearings, as an intervenor, as far as the proponent and the Minister of the Environment are concerned (they are both in the same pocket), I will make exactly the same statements as I made in part one, and I am told that this is the first knowledge they have of statements I have made. These are new sets of procedures. What you can deal with now are very broad. What you cannot respond to are land claims.

Bruce: I have no authority or information to discuss land claims.

Ben: Because you can't deal with land claims, it makes the terms of reference too narrow.

Bruce: Land claims are outside our terms of reference.

Ben: The point is that you can't answer me. That makes them broad. In hearings, there will be a different set of rules.

Bruce: During the second sessions, it becomes an outstanding question. It may be answered then.

Ben: That's a precaution on the side of government. For

example during the uranium hearings we questioned the government in the most political way. We knew government couldn´t answer us. It´s a clouded issue. Does the Crown own it or do we?

Bruce: Our answer is that we can´t answer questions regarding land claims. It´s (land claims) not a bureaucratic decision, but a political matter.

Ben: In part two of this (referring to possible hearings), different rules will govern. Giving you the benefit of the doubt, I will probably be told that land claims cannot be dealt with.

At this point we tried to clear up the confusion: Ben was calling hearings part two, whereas Bruce was calling the September public information sessions part two.

Bruce: The Minister of the Environment could tell you the rules for the proceedings of hearings.

Roger: The Environmental Assessment Act now has regulations for hearings, including time limits for the Board to produce reports.

Bruce: Mike Rigby, who works for the Dept. of Environment, will be meeting with the N.M.I.A. You could ask him for a set of the regulations.

Roger: Mike Rigby is the Chairman of the Environmental Assessment Committee.

Ben: Who appointed him?

Bruce: He´s an employee of the Department of the Environment.

Roger: He was probably appointed by the Minister of the Environment.

Ben: He will surely work in the best interests of the environment.

Appendix 9

Written presentation made by the students of the Job Readiness Training Program of Sheshatshui on March 18,1985 as a response to information provided during the February 28 and March 1 sessions.

March 18, 1985

We are writing this report because we don´t want the Trans-Canada Highway to extend into Labrador and increase population and pollution.

Here are our reasons:

-gas pollution in the lakes and rivers,
-air pollution,
-garbage,
-business people building cabins, houses, motels, and building gas stations on the roads and on the hunting grounds,
-the roads will be built over burial grounds,
-restricted areas for the Natives for woodcutting,
-flooding the hunting grounds,
-food will be destroyed by tractors, berries, trees, won´t grow and less animals,
-increase in crime by outsiders for example: different drugs and rape,
-campers could start fires accidentally and destroy birds, trees, and animals,
-increase in sport hunting,
-over fishing in the small streams and lakes,
-kill animals with their vehicles and also could take animals for pets,
-animals will run away from the noise, they could destroy animals that live in the water example: beaver, fish, otter if they built dams by large rivers,
-if the animals produces offspring that time in the country when building the road construction crews could kill all the young animals.

We want the Government not to build the highway.

We want our report to go to the public to make sure that it´s read.

We want a reply from the Government to be sure that it has been read.

Appendix 10

FORMAL STATEMENT BY REPRESENTATIVES OF THE COUNCIL AND COMMUNITY OF SHESHATSHUI (accompanied and supported by the presence of approximately 50 to 75 men, women and children).

On behalf of my people in this community, for the attention of the consultants in here,on regards to the Trans Labrador Highway you are asked to leave our village immediately. We do not appreciate the attempt to kid us into believing that the process which you have been paid to implement offers an opportunity to the Innu people to alter or prevent whats being done to our land, Nitassinan, by building of this road. The purpose is in reality a farce designed to take the rough edges of the further taking and alienation of our land by our colonisers. We are not fools. It is not only the farcical nature of the process of so called environmental review invented by the colonial Newfoundland government to disguise what is being done to us and to our land, Nitassinan. Neither Newfoundland, Quebec or Canada have any business or right to be building a road from the south into our country. This is our country and as a people we have the right to say what will and what will not happen in our country. Of course we are being systematically dispossessed and colonised by the Europeans. These rights are ignored. The fact is that we live as a dependent and subjugated people and our existence is conveniently ignored in this project and procedure as in all other colonial procedures that have preceeded it. We know that the decision to build this road has already been taken and that tne colonial government knows very well what our feelings are about having our land further raped by Europeans. Why then do you participate in this game other than as the paid doers of a coloniser´s dirty work. You may report to your paymaster that we will have nothing to do with their pointless and dishonest exercising of public relations and that the colonisation of Nitassinan should stop immediately. Thanks a lot. So we suggest that you leave.

Appendix 11

STATEMENT BY THE TOWN OF LABRADOR CITY

The Town of Labrador City requested that their position of July, 1984 as stated in letters to the Ministers of Transportation and Environment be statements on the record of the public information sessions. These follow:

July 31, 1984.

Honorable Ron Dawe, M.H.A.
Minister
Department of Transportation
Confederation Building
St. John's, Newfoundland. AIC 5T7

Dear Mr. Dawe:

Council, at its last regular meeting, expressed great concern over the implied delay on construction of the Trans Labrador Highway which may result from the required environmental study on the Provincial preferred route. You will no doubt recall at several previous meetings between our council and yourself that the Provincial preferred route, although somewhat shorter than following the railway line to Esker, is the much more expensive option. We recognize your concerns with regard to future maintenance costs, but wonder whether the future savings is sufficient to justify these intitial capital costs.

In reviewing the Environmental Study information, it would appear that the new route will require a considerable amount of time on the part of both the Environment Department and prospective intervenors to do the necessary research on this virgin territory. The first phase of construction from Labrador City to Ross Bay following the railway line required no new environmental study. It is the feeling of Council that this may, in fact, now be the preferred option for the rest of the construction, i.e. follow the railway line to Esker. This issue is of grave concern to the citizens of this area who have been waiting in excess of twenty years for a road link in this area.

We would appreciate an early response to these concerns, and we look forward to hearing from you in the near future.

Sincerely,
Karl Hiscock
Mayor

CC: Honorable Wm. Rompkey, M.P.
Grand Falls/White Bay/Labrador

Honorable Brian Peckford, Premier
Province of Newfoundland and Labrador

Appendix 11

July 31,1984.

Honourable Hal Andrews, M.H.A.
Minister
Department of Environment
Confederation Building
St. John's, Newfoundland. AIC 5T7

Dear Sir:

I have taken the liberty of enclosing a copy of a letter addressed to the Honourable Ron Dawe, Minister of Transportation regarding Council's concerns about potential delays on the construction of the Trans Labrador Highway.

It is Council's grave concern that the preferred route proposed by the province will result in unnecessary delays by virtue of the Environmental Hearings required by your Department's legislation. It would be greatly appreciated if you would address these concerns from your Departments perspective and indeed indicate a proposed time frame for these hearings to go ahead. It is not the intention of Council to attempt to avoid environmental issues, however, we believe that after waiting twenty years for a start on the Trans Labrador Highway, we must be vigilant to promote the elimination of any unnecessary stumbling blocks to its completion.

Thank you for your anticipated cooperation on this matter.

Sincerely,

Karl Hiscock
Mayor

CC: Honourable Brian Peckford, Premier
Province of Newfoundland and Labrador

Honourable Wm. Rompkey, M.P.
Grand Falls/White Bay/ Labrador

Appendix 12

Written presentation by the Labrador West Chamber of Commerce, September 24, 1985.

STATEMENT TO THE INFORMATION SESSION ON THE ROSS BAY TO TWIN FALLS TOTE ROAD

24 September, 1985

The Labrador West Chamber of Commerce has strongly supported and lobbied for a Trans Labrador Highway for the past fifteen years.

We feel the highway offers Labrador communities the opportunity to truly diversify their economies. Some of the benefits which will likely accrue as a result of the highway are:

(a) Increased tourism.
(b) Increased mineral exploration.
(c) Increased cultural and social interaction within Labrador communities.
(d) Labrador West will aquire the potential to become a trans shipping point.
(e) Residents of Labrador City - Wabush and Churchill Falls will be given a flexible alternative means of travel to the island portion of the province.

The Chamber commends the Department of Transportation on its proposal to follow the more direct route from Ross Bay to Twin falls rather than proceeding via Esker. The Chamber feels strongly that this road should follow the most direct routing practical. The long term savings from such an approach are obvious.

The Labrador West Chamber of Commerce encourages the expeditious completion of the Environmental Impact Assessment and the continuation of this important and historic project.

Respectfully submitted by,

Brian Lemessier

for the Labrador West Chamber of Commerce

Appendix 13

Verbal presentation made by D. Flynn , Mayor , Wabush, Labrador.

(Edited for printing.) Sept. 24, 1985.

I am here to represent some of the positive concerns for the Trans Labrador Highway that have not yet come forward. I will also express some of the viewpoints that have been expressed to me over the last number of years either in the work place or in the community.

Basically, 99% of the people in this area are very positive about the completion of the Trans Labrador Highway. Some people have been lobbying for this project for 20 years.

I was part of the group that lobbied and obtained the 16 million dollars of initial funding for the highway. We had hoped that while this money was being spent that additional funding would be put in place to complete the project. That did not prove to be the case and certainly this year we saw a reduced amount of construction on the Trans Labrador Highway project which has caused alot of people in this area to say "What is happening?". Is this project going to go or is it going to be a road to the cabins at Ross Bay Junction.

With the recent infusion of 23 million dollars for the project people began to get new hopes and aspirations for the project for a very quick completion to this mammoth project. The additional funding meant the difference between a project that might never have been completed and a project that cannot now be stopped.

We believe here in this area that the project has received sufficient spent funding and committed funding that the project is going to be completed. The question now in the minds of the people of Labrador West is "When will the road be completed?". We would like to see it a lot sooner than a lot later.

People have lobbied for this road for twenty years and they do not see any reasons either environmental or financial that should stop this project.

The next point is how to facilitate the completion of this large scale project. Even when we get as far as Churchill Falls there is still the portion from there to Goose Bay to complete. That road is in deplorable state and that portion of the road will need a massive expenditure of funds to bring it up to the standard of the Trans Labrador Highway. There are therefore two problems and these problems can be worked on from both ends of the road to facilitate the project.

Benefits of the project are two fold. Benefits from people coming into the area are fairly great. We can get tourists attracted from both ends. We can get tourists from Labrador West and Quebec and also travellers from the Goose Bay area who would want to come west. The biggest concern that I have is that when the Quebec connection is completed that the level of lobbying from this end will decrease. Most people in this area are most interested in the Quebec connection being made finished for travel to the Island. The positiv aspect of that is that people from the west (Quebec) portion of the road will drive in as far as they can get and hopefully they will form a new lobby group for the continuation of that highway across Labrador and on to Goose Bay and onto the Island and which will then make a circle route as opposed to travelling to some point on the uncompleted Trans Labrador Highway and then having to turn back. This is an area of concern that the provincial government is going to have to take up because the people of Labrador West are leaving a considerable amount of money in the economies of Quebec, New Brunswick and Nova Scotia as they drive to the Island each year. The avenue of redevloping or upgrading the Churchill Falls To Goose Bay section must be pursued vigorously by the provincial government.

The economic benefits to be derived from a road link for Labrador to Toronto or Montreal are difficult to describe in facts and figures but the amount of traffic on the roads would create tremendous economic benefit. It will be astronomical.

My view of an environmental impact assessment of a project is to facilitate construction and not to delay or to stop a project. If there is some environmental problem then the purpose of the study is to find a way over or around the problem. That is why you probably have had a small turn out here the last few days. People do not want to give the impression that there is a negative attitude towards the project. They think that these meetings are to collect only negative views on the project. They feel that there is no environmental factor out there that is more important than the need or right of people to have a road.

The only way that this road is to be most beneficial to the residents of Labrador West and other residents of Canada that would want to come into the area and to the residents of Happy Valley-Goose Bay is that if it is going to be an all-season road. The benefits are very great and the negatives that are there are probably minimal. The negative impacts have to be assessed against the high value that the road will be to the people whom it will serve. It is a question of what comes first and in the final analysis people have to come first.

Thank you.

Appendix 14

Mr. Cole is proprietor of Lobstick Lodge Motel, located at mile 61 of the Esker to Churchill Falls Road.

Mr. Cole made a verbal presentation and then submitted a written document to the staff at the sessions in Churchill Falls on March 7, 1985.

Verbal presentation:

Mr. Cole presented his basic position that he favored a road project but that the proposed and preferred route should follow a route parallelling the rail right-of-way between Ross Bay Junction and Esker. His reasons and rationale for adopting this position were:

1. He opposed putting another development corridor (or trench) across Labrador as this would effect the wilderness aspect and create additional environmental damage.

2. He felt that there was currently access across the territory by means of a combination of rail and road and the alternate route was his preference because it would enable more efficient access to those areas already in use.

3. The area crossed by the proposed routing bisects known caribou range. The crossing of this range would spell the downfall of the caribou herd in that area, and this after the herd had begun to rebuild in numbers after being decimated in the previous decade or so.

4. The proposed routing would have a negative impact on 105 cottage owners along the Esker Road because maintenance of that road would become seasonal and less immediate by CFL Co. because CFL Co. would then only use the road for access to hydro facilities and not as the main route for bringing in freight from the rail line.

5.The public purse would not be efficiently used if the proposed route was followed because CFL Co. would still have to maintain road to at least the Gabbro installations for maintenance purposes. Therefore public monies would be being spent for the maintenance of transportation routes along the proposed route and a sustantial portion of the alternate route. He felt it was more cost efficient in the long and short term to utilize the one transportation route for both the provincial road and the CFL Co. maintenance needs ,i.e. the alternate route.

6. The establishment of the proposed route rather than the alternate route would severely and negatively impact on his business located at mile 61 of the Esker Road because it would then put him 30 miles off the portion of road being regularly and dependably maintained. As well he indicated

that 85% of his business came from traffic travelling between Labrador West and Upper Lake Melville. If the road took tne proposed route he would lose this passing trade and would then effectively be out of business.

This negative impact would occur after he had invested 6 years of work and $150,000 in the business. A related negative impact is that he would have to lay off his current staff of 4 persons as well as scrap any plans for additional staff. He expected to have two more in the near future. Innu entrepreneurs who were planning to provide guiding services would also be affected along with their employees. In total this would mean that 12-14 existing and/or potential jobs related to his operation would be lost.

Mr. Cole related how he had established the business in June 1983 after 4 years of preparatory work at the site only to be informed in July of 1983 that DOT was planning to utilize the proposed route rather than the alternate route.

(At this point R. Pottle advised Mr. Cole of the 1974 R.J. Noah report which recommended the proposed routing. Mr. Cole indicated that he did not know of the report nor had he ever seen it.)

7. Mr. Cole pointed out that the alternate route would better serve people, particularly those local residents and the population of Schefferville. He provided information on the potential for a road link to Schefferville as follows:

> Schefferville is 70 miles from Esker, there is a good gravel road from Schefferville southward to the Menihek Dam and from there a poor quality tote road continued southward to within 5-6 miles of Esker.
>
> The potential existed for such a road link, the people of Schefferville expected such a link and this could only be readily accomplished if the alternate route was chosen.
>
> Federal monies would be used to build the road and these could most efficiently be used to benefit people in both provinces by providing the ready potential for the Schefferville road link to the alternate route.

8. Mr. Cole pointed out that roads are built for people and that there is nobody on the proposed route whereas if the alternate route was chosen then road service, or the near potential in the case of Schefferville, would be provided for as well as his business and the cottagers. Associated employment and generation of related productivity and tax revenues would be a good thing. Dollars generated by the business from services provided to US tourists are new

dollars to the provincial economy and Canada.

9. Mr. Cole made a suggestion that the cost of the alternate route could be sustantially reduced by utilizing the railroad track bed. It seems that this line (between Ross Bay Junction and Esker) may be abandoned soon. The tracks could be removed, the railbed modified and the bridge structures used in order to create the required road link.

(Mr. Cole also provided a copy of a newspaper article describing his business operation and discussing the ramifications to the business if the proposed routing is adopted over the alternate route.)

March 7 Written submission by Mr. Ray Cole:

The Chairman:
Commission to study the Impact of a Highway being built from Ross Bay Jct. to Twin Falls, Labrador.

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1. I oppose the fact that another trench is being bulled across another section of Central Labrador. We already have a road cut through this part of Labrador. That being the road already in place from Esker at the railway line in the West to Churchill Falls 113 miles to the east.

2. I oppose a Highway being cut through the middle of the feeding grounds of the Lac Joseph Caribou herd. This herd was all but wiped out a few years ago. This was done by people from Sept. Isles in Quebec who came to this area by train and were never checked on by Wildlife people. The herd was cut to approximately 50 animals. The season was then closed. The herd now stands at approximately 700 animals. Any highway through this area would surely mean the end of this herd.

3. The now existing Esker Road services approximately 105 summer Cabin lots. It services a Motel Operation that employs 4 persons. 85% of the Business of this Motel is from the people of Labrador City and Wabush who travel this highway to meet the CN Ferry at Goose Bay in route to Newfoundland for summer holidays. With the loss of this business it will also mean the loss of these four jobs. The plan was to hire as many as 12 employees as business picks up. This will not come about as traffic will bypass this area. The Investment of a lifetime of hard work and saving by the investor will be all lost. CF(L) Co. (Government owned) will have to still maintain this Esker route to service its water Structures at Gabbro and Lobstick. Why have Government funds maintain 2 highways across this area of Labrador.

4. This new Highway is to be built with Federal funding. As this is so then it should benefit Shefferville as well. With the routing through Esker it would also mean that Shefferville would also get its highway. This way it would serve 2 provinces. Even though Shefferville is in Quebec, its as much a part of Labrador and so are its people as Churchill Falls is. Most of the Indians there are related to the Indians of Nain, Davis Inlet, Northwest River and other parts of the Coast. They to would like to be able to drive their car or truck out to meet with their people.

Madam or Mr. Chairperson. Lets face facts. So what if the Esker route would be a few miles longer. The Esker route would cost less to build. It would serve several reasons for the road being there. Most of all, and lets not forget that Roads are built for people. Not another creature in the world

needs a highway, surely not the Lac Joseph Caribou herd.

A good example of this is the Trans Canada Highway across the Island of Newfoundland. The people of Buchans have asked that a highway be build from St. George´s to their town. This would cut of approximately 150 miles on a Trucker or Tourist or any person going from Port-Aux- Basque to St. John´s. However this route would take all this traffic away from Corner Brook and the other West Coast towns. We all Know that Buchans will never get the Trans Canada Highway to pass through their town. So lets get together and have the Trans Labrador Highway go the Esker route as it was always intended to go.

Thank you,
Ray Cole
ANGRY INVESTOR

Appendix 15

VERBAL STATEMENT MADE BY S. RICHE, M. PASTINI AND M. PONE AT MILE 61, ESKER ROAD. Sept. 20, 1985.

These persons provided a statement to R. Pottle and B. Boles when visited at their camp.

Their view was that they wished to see the road built as soon as possible between Ross Bay Junction and Esker.

Benefits of such a road would be employment through construction and the travel of tourists into the area.

As well they expected that more Innu would move into the area from Schefferville or the northshore of the St. Lawrence once there was a road connection to Labrador City and Wabush. As well it would come very close to providing a road link to Schefferville.

They also hoped for work in the tourist camp at mile 61, however, if the road went the proponents proposed route the tourist camp would not operate and they would loose a scarce chance at employment.

Appendix 16

Presentation received by mail from R. Goodfellow, Happy Valley - Goose Bay, Labrador. Received Sept. 18, 1985.

A BRIEF TO THE ENVIRONMENTAL IMPACT ASSESSMENT HEARINGS
Sept. 15, 1985

from Robin Goodfellow
P.O. Box 9, Happy Valley

Happy Valley - Goose Bay Hearings

The concept of a *road* through Labrador I seriously question...perhaps what would meet transportation needs, less expensively in the long run, with less environmental impact, is a MONORAIL - large enough to carry ski-doos (but not cars).

TECHNICAL ASPECTS

The technology of monorails has been around for at least thirty years,- and its design could be adapted to Labrador (much like the transmission lines and towers out of Churchill Falls were designed for the environment).

Electric power for it is certainly available.

Way stations for it along the way would not be complicated to build.

There would not be the expensive ploughing of roads, and it would be a year-round service.

One monorail would meet the traffic needs....and it could eventually easily be extended to the north coast.

ENVIRONMENTAL ASPECTS

The migration patterns of animals would not be affected (and Labrador has the largest caribou herd in the world to protect). As well, it would not create the environmental damage of road construction - gravel pits etc.

ECONOMICAL ASPECTS

Initially there would be major spending (as for the road), but the upkeep would not be as great, and the route would be direct (as it can travel over bogs etc.)

There would be no need for ploughing during the six months of winter.

The inconvenience and expense (to the individual) of driving on road would be eliminated (nobody likes driving for many hours).

It would be good for the tourist industry, and offer year-

round travel, (and yet so unique, it could become a world-wide attraction.

(Imagine a clear-bottomed monorail car - phenomenal*)...

CONCLUSION

So, while there is still time, let us consider the alternative of a MONORAIL...in the long run, it would add so much, yet not take away so much.